SOUTHERN PACIFIC COMPANY

PACIFIC LINES

TIME TABLE

FOR THE

TUCSON DIVISION

115

To Take Effect Sunday, September 12, 1943, at 12:01 A. M.

MOUNTAIN STANDARD TIME

For the government and information of employes only.

C. F. DONNATIN, *General Manager*
J. W. CORBETT, *Assistant General Manager*
R. E. HALLAWELL, *General Superintendent of Transportation*
G. C. BAKER, *Superintendent of Transportation*
H. R. HUGHES, *Superintendent*

WELLTON SUBDIVISION

Capacity of sidings in car lengths	EASTWARD SECOND CLASS				FIRST CLASS						Distance from San Francisco	Time Table No. 115 September 12, 1943	Distance from Phoenix Yard	WESTWARD FIRST CLASS						SECOND CLASS	THIRD CLASS
	846	902	844	842	2	372	6	4	370	44				5	43	371	1	373	3	841	901
	Freight	Freight	Freight	Freight	Sunset Limited		Argonaut	Golden State Limited		Californian				Argonaut	Californian		Sunset Limited		Golden State Limited	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yuma Yd. BKWOTYP	4.50 PM	1.30 PM	8.20 AM	1.15 AM	5.40 PM	11.15 AM	4.30 AM	4.00 AM	1.55 AM	12.15 AM	732.7	A. B. S. TO-R **YUMA** D. T. E. 3.9 — W. 3.9	174.2	s 2.45 AM	s 5.05 AM	6.00 AM	s 12.35 PM	9.20 PM	s 2.00 AM	1.40 AM	11.45 PM
Yuma Yd. P	5.05	1.45	8.35	1.28	5.51	11.26	4.41	4.11	2.06	12.26	737.4 737.5	TO **EAST YARD** D. T. E. 3.1 — W. 3.7	169.5	2.35	4.55	5.50	12.25	9.10	1.50	1.27	11.32
62 P	5.10	1.50	8.40	1.33	5.55	11.31	**4.50**	4.16	2.11	12.31	740.1	**ARABY** E. 3.7 — W. 3.8	166.9	2.30	**4.50**	5.44	12.20	9.03	1.45	1.22	11.27
70 P	5.16	1.56	8.46	**1.40**	6.00	11.37	4.55	4.21	2.15	12.36	743.7	**FORTUNA** E. 2.8 — W. 2.7	163.3	2.25	4.45	5.37	12.15	8.56	**1.40**	1.16	11.21
62 P	5.21	2.01	8.51	1.46	6.03	11.42	4.59	4.25	**2.20**	12.40	746.6	TO **BLAISDELL** E. 3.9 — W. 4.4	160.4	**2.20**	4.40	5.32	12.10	8.51	1.36	1.11	11.16
113 P	5.28	2.08	8.58	1.53	6.09	11.49	5.06	**4.32**	2.27	12.47	750.6	**KINTER** E. 3.2 — W. 3.0	156.4	2.12	**4.32**	5.24	12.02 PM	8.43	1.28	1.03	11.08
M 81 P	5.34	2.14	9.04	1.59	6.15	11.55 AM	f 5.13	4.38	2.33	12.53	753.5	TO **DOME** D. T. E. 6.9 — W. 6.1	153.5	2.07	f 4.25	5.18	11.57 AM	8.36	1.23	12.58	11.03
10 Spur P											760.2	**LIGURTA** D. T. E. 9.2 — W. 9.9	146.8								
68 WIP	6.05 PM	2.55	9.35 AM	2.30 AM	f 6.37	12.20 PM	s 5.35 AM	5.00	2.55	1.15	770.0	TO **WELLTON** D. T. E. 5.9 — W. 6.0	137.0	1.45 AM	f 4.03	4.55	11.35	8.10	1.03	12.30 AM	10.35
72 P		3.07			6.46	12.31		5.09	3.04	1.24	775.7	**MING** E. 5.3 — W. 5.3	131.3		3.52	4.43	11.25	7.56	12.55		10.20
73 P		3.17			6.54	12.41		5.17	3.12	1.32	780.9	**ROLL** E. 7.7 — W. 6.9	126.1		f 3.43	4.34	11.17	7.46	12.48		10.05
31 Spur P											788.3	**TYSON** E. 4.4 — W. 5.2	118.7								
73 P		3.37			7.07	12.56		5.30	**3.28**	1.45	793.2	TO **GROWLER** E. 9.4 — W. 9.4	113.8		**3.28**	4.20	11.04	7.31	12.35		9.45
76 P		3.55			**7.17**	1.08		5.40	3.40	1.55	802.5	**KOFA** E. 10.2 — W. 10.2	104.5		3.17	4.08	10.54	**7.17**	12.25		9.31
73 P		4.15			7.28	1.21		5.51	**3.55**	2.06	812.7	**HORN** E. 9.7 — W 9.7	94.3		3.05	**3.55**	10.43	6.53	12.14		9.13
75 WOYP		4.40			f 7.43	1.40		f 6.08	4.15	f 2.23	822.3	TO **HYDER** E. 8.8 — W. 8.8	84.7		f 2.53	3.43	f 10.32	6.38	12.04 AM		8.55
73 P		5.00			7.55	1.55		6.20	4.28	**2.36**	831.1	**MONTEZUMA** E. 9.9 — W. 9.9	75.9		**2.36**	3.27	10.16	6.18	11.51 PM		8.32
76 WP		5.20			**8.06**	2.10		6.32	4.41	2.47	841.1	TO **SADDLE** E. 10.0 — W. 10.0	65.9		2.25	3.15	10.05	6.05	11.41		**8.06**
72 P		**5.51**			8.21	2.32		6.47	5.00	**3.02**	851.0	**GILLESPIE** E. 5.3 — W. 4.6	56.0		2.13	**3.02**	9.53	**5.51**	11.30		7.40
39 Spur P											856.0	**CRAG** E. 4.8 — W. 5.6	51.0								
76 P		6.15			8.32	2.45		6.58	5.12	3.13	861.3	**ARLINGTON** E. 4.5 — W. 4.5	45.7		2.02	2.49	9.42	5.38	11.19		7.15
72 P		**6.50**			8.37	2.53		7.03	5.18	3.18	865.7	**DIXIE** E. 5.9 — W. 5.9	41.3		1.56	2.44	9.36	5.32	11.14		**6.50**
72 P		7.00			8.43	3.02		7.09	5.25	3.24	871.5	**CONGER** E. 4.0 — W. 4.0	35.5		1.48	2.36	9.28	5.23	11.06		6.38
76 WP		7.10			f 8.51	3.10		7.18	5.34	3.33	875.7	TO **BUCKEYE** E. 6.0 — W. 6.0	31.3		s 1.42	2.30	f 9.21	5.16	11.00		6.30
72 P		7.22			8.59	3.22		7.26	5.43	3.41	881.7	**LIBERTY** E. 8.2 — W. 8.2	25.3		1.27	2.21	9.07	5.06	10.51		6.18
74 YP		7.38			f 9.11	3.37		7.39	5.57	3.54	889.7	TO **LITCHFIELD** E. 3.1 — W. 3.3	17.3		f 1.15	2.10	f 8.54	4.54	10.41		6.02
100 P		7.46			9.16	3.46		7.46	6.04	4.01	893.0	**CASHION** E. 3.2 — W. 2.2	14.0		f 1.05	2.03	8.43	4.46	10.35		5.54
P											895.7	**TOLLESON** E. 2.0 — W. 2.8	11.3				f				
73 P		7.57			9.24	3.55		7.54	6.12	4.09	898.1	**FOWLER** E. 4.0 — W. 3.8	8.9		12.54	1.55	8.31	4.37	10.28		5.43
Phoenix Yard P											902.0	**CAMPO** E. 1.7 — W. 1.9	5.0								
Phoenix Yard 75 P		8.10			9.32	4.05		8.02	6.20	4.17	904.0	**23rd AVE. PHOENIX** E. 2.1 — W. 1.3	3.0		12.47	1.48	8.23	4.29	10.22		5.30
Phoenix Yard											905.5	**CROSSING-AT&SF WYE** E. 0.5 — W. 0.5	1.5								
Phoenix Yard BKWP					s 9.40 PM	4.15 PM		s 8.10 AM	6.30 AM	s 4.25 AM	906.0	R **PHOENIX** D. T. E. 1.4 — W. 1.4	1.0		12.40 AM	1.40 AM	8.15 AM	4.20 PM	10.15 PM		
Phoenix Yard BKWOTYP		8.20 PM									907.0	TO-R **PHOENIX YARD** D. T.	0.0								5.20 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(174.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.15) 29.84	(6.50) 25.49	(1.15) 29.84	(1.15) 29.84	(4.00) 43.30	(5.00) 34.64	(1.05) 35.97	(4.10) 41.57	(4.35) 37.79	(4.10) 41.57		Time over District Average Speed per Hour		(1.00) 37.30	(4.25) 39.22	(4.20) 39.97	(4.20) 39.97	(5.00) 34.64	(3.45) 46.21	(1.10) 31.97	(6.25) 27.16

See page 3 for additional schedules between Phoenix and Phoenix Yard.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	**At**	**Receive or Discharge**	**To (or beyond)**	**From (or beyond)**
44	Buckeye, Litchfield	Receive	Phoenix	
4	Buckeye, Litchfield	Receive	East of El Paso	

ADDITIONAL STATIONS

Granite Spur	MP 755.2
Harqua	MP 849.4
Hassayampa	MP 867.6
Palo Verde	MP 870.2
Norton	MP 884.9

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	**At**	**Receive or Discharge**	**To (or beyond)**	**From (or beyond)**
3	Litchfield, Buckeye, Hyder	Rec., Dis. Rev.	San Diego or Colton	El Paso

PICACHO SUBDIVISION

	EASTWARD													Time Table No. 115		WESTWARD							
	SECOND CLASS				FIRST CLASS									September 12, 1943		FIRST CLASS						SECOND CLASS	THIRD CLASS
Capacity of sidings in car lengths	**904** Freight	**856** Freight	**854** Freight	**852** Freight	**2** Sunset Limited	**372**	**4** Golden State Limited	**6** Argonaut	**370**	**44** Californian	Distance from San Francisco				Distance from Tucson	**1** Sunset Limited	**373**	**3** Golden State Limited	**5** Argonaut	**43** Californian	**371**	**843** Freight	**903** Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Phoenix Yard BKWP					10.05 PM	4.45 PM	8.30 AM		7.05 AM	4.55 AM	906.0	D.T.	R	**PHOENIX** E.1.4—W.1.4	120.9	s 7.55 AM	3.50 PM	s 9.50 PM		s 12.10 AM	1.10 AM		
Phoenix Yard BKWO TYP	8.20 PM				10.10	4.52	8.35		7.12	5.00	907.0		TO-R	**PHOENIX YARD** E.3.6—W.3.9	119.9	7.48	3.41	9.43		12.01 AM	1.01		11.55 PM
20 Spur P	8.32				10.17	5.00	8.42		7.20	5.07	911.1			**KENDALL** E.0.8—W.0.5	115.8	7.40	3.33	9.35		11.53 PM	12.53		11.40
9 Spur P											911.8			**TOVREA** E.2.5—W.3.3	115.1								
79 YP	8.42				f 10.24	5.10	f 8.49		**7.32**	f 5.14	914.4		TO	**TEMPE** E.1.0—W.0.2	112.5	f **7.32**	3.25	f 9.27		s 11.45	12.45		11.25
P											915.3			**TEMPE JCT.** E.1.8—W.1.8	111.6								
P	8.52				10.30	5.20	8.55		7.38	5.20	917.1			**NORMAL JCT.** E.3.9—W.4.7	109.8	7.22	3.15	9.17		11.35	12.35		11.10
Yard Limits 78 WYP	**9.07**				s **10.42**	5.30	s 9.07		7.48	f 5.32	921.8		TO	**MESA** E.2.1—W.2.1	105.1	s 7.12	3.05	s **9.07**		s 11.25	12.25		**10.42**
81 P	9.15				10.46	5.35	9.11		7.52	5.36	923.6			**McQUEEN** E.2.1—W.1.5	103.3	7.00	2.55	8.56		11.11	12.11		10.03
22 P											925.4			**TREMAINE** E.0.8—W.0.9	101.5								
40 P	9.25				10.51	5.40	9.16		7.57	5.41	926.1			**FALFA** E.3.1—W.3.5	100.8	6.56	2.50	8.52		11.07	12.07		9.55
80 P	**9.47**				s **11.00**	5.48	s 9.27		8.05	f 5.50	929.3		TO	**CHANDLER** E.1.9—W.1.1	97.6	f 6.51	2.43	f 8.47		s **11.00**	12.01 AM		**9.47**
43 Spur P											931.0			**POZO** E.3.1—W.3.9	95.9								
76 P	9.56				11.07	5.56	9.34		8.12	5.57	934.3			**SERAPE** E.4.5—W.4.4	92.6	6.41	2.32	8.37		10.51	11.51 PM		9.37
67 P	10.05				11.13	6.02	9.40		8.18	6.02	939.0			**SANTAN** E.4.3—W.4.3	87.9	6.36	2.26	8.32		10.46	11.46		9.29
67 P	10.14				11.19	6.08	9.46		8.24	6.07	943.2			**DOCK** E.5.2—W.4.5	83.7	6.31	2.21	8.27		10.41	11.41		9.22
14 Spur P											948.1			**OLBERG** E.4.8—W.5.5	78.8								
72 P	**10.30**				**11.30**	6.20	9.57		8.35	**6.19**	953.2			**BLACKWATER** E.5.0—W.5.4	73.7	**6.19**	2.10	8.16		**10.30**	**11.30**		9.06
118 P	10.43				11.35	6.26	10.02		8.40	6.24	958.2			**POSTON** E.3.7—W.3.3	68.7	6.13	2.03	8.10		10.24	11.23		8.58
73 WP	**11.18**				s 11.45	6.40	s 10.16		8.51	s 6.36	962.0	A. B. S.	TO	**COOLIDGE** E.4.6—W.4.2	64.9	s 6.08	1.58	s 8.05		s 10.19	**11.18**		8.50
32 P											966.4			**RANDOLPH** E.4.8—W.5.1	60.5					f			
67 P	11.33				11.57 PM	6.53	10.28		9.03	6.48	971.4			**TOPAZ** E.4.2—W.3.5	55.5	5.56	1.41	7.51		10.06	11.01		8.30
P											975.2			**PEAK** E.4.5—W.5.5	51.7								
N100 S98 WOIYP	11.48	**7.40 PM**	11.25 AM	3.25 AM	12.09 AM	7.06	10.40	10.20 AM	9.15	7.00	979.7 936.7		TO	**PICACHO** E.3.7—W.3.5	47.2	5.45	1.30	**7.40**	f 9.10 PM	f 9.55	10.50	4.30 PM	8.15
72 P	11.58 PM	7.50	11.35	3.35	12.16	7.14	10.47	10.27	9.22	7.07	940.7			**OCATILLA** E.3.3—W.3.5	43.2	5.38	1.23	7.33	9.03	9.48	10.43	4.23	8.06
90 P	12.07 AM	**7.59**	11.44	3.44	12.20	7.19	10.51	10.32	9.26	7.11	944.2		TO	**WYMOLA** E.3.8—W.3.7	39.7	5.34	1.19	7.29	8.59	9.44	10.39	4.17	**7.59**
71 P	12.14	8.07	11.51	3.51	12.24	**7.25**	10.55	10.37	9.30	7.15	947.9			**MONTROSE** E.3.3—W.3.8	36.0	5.30	1.15	**7.25**	8.55	9.40	10.35	4.11	7.48
W84 E87 WP	12.21	8.16	11.58 AM	3.58	12.29	7.30	10.59	10.43	9.35	7.19	951.4		TO	**RED ROCK** E.3.2—W.2.7	32.5	5.26	1.11	7.21	8.51	9.36	10.31	4.05	7.41
67 P	12.26	8.25	12.03 PM	4.03	12.32	**7.35**	11.02	10.47	9.38	7.22	954.3			**AVRA** E.2.9—W.4.0	29.6	5.23	1.06	7.18	8.46	9.33	10.26	4.00	**7.35**
174 YP	**12.37**	**8.40**	12.10	4.10	**12.37**	7.42	11.10	f 10.56	9.47	7.30	958.4		TO	**NAVISKA** E.5.1—W.4.0	25.5	5.17	1.00	7.12	f **8.40**	9.27	10.20	3.53	7.28
69 P	12.48	8.48	12.16	4.16	12.42	7.49	11.17	11.03	9.55	7.37	962.2			**MARANA** E.2.2—W.2.4	21.7	5.11	12.54	7.06	8.34	9.21	10.14	3.47	7.22
94 P	12.54	8.53	12.21	4.21	12.45	7.53	11.21	11.07	9.59	7.41	964.6			**ROSKRUGE** E.1.6—W.2.4	19.3	5.08	12.49	7.03	8.29	9.18	10.09	3.43	7.18
164 WP	1.00	8.58	12.26	4.26	12.48	7.57	11.24	11.11	10.03	7.44	966.9		TO	**RILLITO** E.3.7—W.3.0	17.0	5.05	12.46	7.00	8.26	9.15	10.06	3.39	7.14
93 P	1.08	9.03	12.32	4.32	12.52	8.02	11.27	11.15	10.06	7.47	969.9			**SABINO** E.2.2—W.2.1	14.0	5.01	12.41	6.56	8.21	9.11	10.01	3.34	7.09
83 P	1.14	**9.08**	**12.38**	4.37	12.56	8.07	11.31	11.20	10.10	7.51	972.1		TO	**CORTARO** E.2.6—W.2.7	11.8	4.58	**12.38**	6.53	8.18	**9.08**	9.58	3.30	7.05
93 P	1.20	9.14	12.42	4.42	12.59	**8.14**	11.34	11.23	10.14	7.54	974.7			**KINO** E.2.7—W.3.4	9.2	4.54	12.34	6.49	**8.14**	9.04	9.54	3.26	7.01
W83 E88 P	1.26	9.19	12.47	**4.51**	1.03	8.20	11.38	11.27	10.18	7.58	977.4			**JAYNES** E.4.0—W.2.3	6.5	**4.51**	12.31	6.46	8.11	9.01	9.51	3.21	6.56
P	1.32	9.25	12.53	4.58	1.07	8.26	11.42	11.32	10.22	8.02	981.2	D.T.	TO	**STOCKHAM** E.2.9—W.2.9	2.7	4.47	12.27	6.42	8.07	8.57	9.47	3.14	6.49
Tucson Yard BKWCOITYP	1.45 AM	9.35 PM	1.05 PM	5.10 AM	s 1.15 AM	8.35 PM	s 11.50 AM	s 11.40 AM	10.30 AM	s 8.10 AM	983.9		TO-R	**TUCSON**	0.0	4.40 AM	12.20 PM	6.35 PM	8.00 PM	8.50 PM	9.40 PM	3.05 PM	6.40 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(120.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(5.25) 22.13	(1.55) 24.63	(1.40) 28.32	(1.45) 26.97	(3.10) 38.18	(3.50) 31.54	(3.20) 36.27	(1.20) 35.40	(3.25) 35.34	(3.15) 37.20				........Time over District........ ....Average Speed per Hour........		(3.15) 37.20	(3.30) 34.54	(3.15) 37.20	(1.10) 40.46	(3.20) 36.27	(3.30) 34.54	(1.25) 33.32	(5.15) 22. 4

Second main track between east end Phoenix Yard and east switch Kendall, may be used by freight trains when authorized by train order. Single track rules apply.

See page 2 for additional schedules between Phoenix Yard and Phoenix.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or beyond)
44	Red Rock	Discharge Rev.		Phoenix
44	Naviska	Receive, Discharge Rev.	East of Tucson	Phoenix Line Points
6	Red Rock, Marana, Rillito, Cortaro	Receive, Discharge	El Paso	Colton
6	Red Rock (Saturday)	Receive Non-Revenue	Tucson	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or beyond)
3	Naviska	Discharge Revenue		East of El Paso
5	Cortaro, Rillito, Marana	Receive, Discharge Rev.	Colton	El Paso
43	Red Rock	Receive, Discharge Rev.	Phoenix	El Paso
43	Red Rock (Saturday)	Discharge Non-Revenue		Tucson

WELLTON SUBDIVISION

Time Table No. 115
September 12, 1943

	EASTWARD										WESTWARD	
	SECOND CLASS			FIRST CLASS							FIRST CLASS	SECOND CLASS
Capacity of sidings in car lengths	846	844	842	6	Distance from San Francisco			STATIONS		Distance from Gila	5	841
	Freight	Freight	Freight	Argonaut							Argonaut	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Arrive Daily	Arrive Daily
68 WIP	6.05 PM	9.35 AM	2.30 AM	5.35 AM	770.0	TO	A. B. S.	WELLTON E. 3.4 — W. 3.4	D.T.	85.7	f 1.45 AM	12.30 AM
69 P	6.13	9.43	2.38	5.42	773.1			ASHER E. 3.3 — W. 3.3		82.6	1.38	12.22
63 P	6.19	9.49	2.44	f 5.47	776.4			TACNA E. 3.6 — W. 3.7		79.3	f 1.33	12.16
69 P	6.25	9.56	2.50	5.52	780.1			GAEL E. 4.0 — W. 3.9		75.6	1.28	12.09
63 P	6.31	10.02	2.56	5.57	783.8			COLFRED E. 4.5 — W. 4.6		71.9	1.23	12.02 AM
67 P	6.39	10.10	3.04	6.04	788.6			PEMBROKE E. 4.1 — W. 4.2		67.1	1.17	11.54 PM
W79 E67 P	6.50	10.20	3.15	f 6.12	792.6	TO		MOHAWK E. 3.4 — W. 3.2		63.1	f 1.12	11.47
63 P	6.56	10.26	3.21	6.17	795.9			KIM E. 4.4 — W. 4.6		59.8	1.04	11.37
64 P	7.04	10.34	3.29	6.23	800.5			STOVAL E. 5.7 — W. 6.0		55.2	12.58	11.29
94 P	7.14	10.44	3.39	f 6.30	806.2			DATELAND E. 5.7 — W. 5.4		49.5	f 12.51	11.20
63 WP	7.24	10.54	3.49	f 6.39	811.9	TO		AZTEC E. 3.8 — W. 4.1		43.8	f 12.42	11.09
94 P	7.30	11.00	3.55	6.44	815.8			MUGGINS E. 4.1 — W. 3.8		39.9	12.36	10.54
63 P	7.37	11.07	4.02	6.49	819.7			STANWIX E. 2.3 — W. 2.3		36.0	12.31	10.47
68 P	7.41	11.11	4.06	6.52	822.0			LAVA E. 3.9 — W. 4.6		33.7	12.28	10.43
W76 E72 WOP	8.05	11.35	4.30	f 7.05	826.1	TO		SENTINEL E. 3.7 — W. 3.0		29.6	s 12.22	10.35
76 P	8.15	11.45	4.40	7.11	829.6			TRIGO E. 3.7 — W. 3.6		26.1	12.09	10.29
61 P	8.22	11.52 AM	4.47	7.16	833.1			TARTRON E. 6.9 — W. 6.9		22.6	12.04 AM	10.23
65 P	8.33	12.03 PM	4.58	7.26	839.9	TO		PIEDRA E. 5.4 — W. 5.4		15.8	11.54 PM	10.12
64 P	8.42	12.12	5.07	f 7.34	845.5			THEBA E. 4.7 — W. 4.7		10.2	f 11.46	10.03
63 P	8.50	12.20	5.15	7.41	850.3			SMURR E. 5.8 — W. 5.1		5.4	11.39	9.55
Yard Limits BKWOTYP	9.00 PM	12.30 PM	5.25 AM	s 7.50 AM	855.7	TO-R		GILA		0.0	11.30 PM	9.45 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(85.7)			Leave Daily	Leave Daily
	(2.55) 29.38	(2.55) 29.38	(2.55) 29.38	(2.15) 38.09				Time over District Average Speed per Hour			(2.15) 38.09	(2.45) 31.16

WELLTON SUBDIVISION

Time Table No. 115
September 12, 1943
Litchfield Branch

Capacity of sidings in car lengths	EAST-WARD	Distance from San Francisco		STATIONS	Distance from Litchfield Park	WEST-WARD
74 YP		889.7	TO	LITCHFIELD 5.0	5.0	
30 16 Spurs 17		894.7		LITCHFIELD PARK	0.0	
				(5.0)		

RULE 5. At Gila schedule time and train orders for first class trains apply at passenger station.

YUMA VALLEY RAILROAD

Time Table No. 115
September 12, 1943

Capacity of sidings in car lengths	EAST-WARD	Distance from Yuma		STATIONS	Distance from Gadsden	WEST-WARD
Yuma Yard P		0.0	TO-R	YUMA 1.0	21.0	
20		1.0		U. S. R. S. 2.0	20.0	
25 Spur		3.0		LUDY 5.5	18.0	
23		8.5		WILLETTS 1.7	12.5	
8 Spur		10.2		SPILLWAY 4.8	10.8	
25		15.0		SOMERTON 6.0	6.0	
		21.0		GADSDEN	0.0	
				(21.0)		

SPECIAL INSTRUCTIONS

Southern Pacific Company Rules and Regulations of the Transportation Department, Air Brake Rules, and Special Instructions in Tucson Division Time Table govern on Yuma Valley Railroad.

Trains will not exceed speed 15 MPH except must not exceed 8 MPH over trestle at U.S.R.S.

Impaired side clearance at Spillway Spur, MP 10.25.

At Yuma, normal position of junction switch will be for S.P. yard tracks.

RULE 93: Yard limits are established at Yuma.

U.S.R.S. yard, Yuma, and Ludy siding must not be used.

Track out service and must not be used east of MP 16 (Somerton).

Capacity of sidings in car lengths	EASTWARD SECOND CLASS 856 Freight	854 Freight	852 Freight	FIRST CLASS	6 Argonaut	Distance from San Francisco			Time Table No. 115 September 12, 1943 STATIONS	Distance from Picacho	WESTWARD FIRST CLASS 5 Argonaut		SECOND CLASS 843 Freight
	Leave Daily	Leave Daily	Leave Daily		Leave Daily						Arrive Daily		Arrive Daily
Yard Limits BKWOTYP	4.30PM	8.20AM	12.20AM		8.00AM	855.7	A. B. S.	TO-R	GILA E. 3.0 — W. 3.7	81.0	s 11.20PM		7.15PM
62 P	4.39	8.29	12.29		8.07	859.1			COLEDON E. 6.2 — W. 6.3	77.6	11.13		7.05
74 P	4.55	8.45	12.45		8.18	865.1		TO	BOSQUE E. 3.9 — W. 3.8	71.6	11.05		6.54
62 P	5.07	8.57	12.57		8.25	869.1			OCAPOS E. 2.6 — W. 2.7	67.6	10.59		6.46
73 P	5.17	9.07	1.07		8.30	871.8			SHAWMUT E. 3.0 — W. 3.0	64.9	10.55		6.41
72 YP	5.30	9.20	1.20		f 8.36	874.6		TO	ESTRELLA E. 4.8 — W. 4.7	62.1	f 10.51		6.36
64 P	5.39	9.29	1.29		8.42	879.4			BUCHAN E. 4.0 — W. 4.0	57.3	10.44		6.27
63 P	5.47	9.37	1.37		f 8.49	883.7			MOBILE E. 4.8 — W. 4.8	53.0	f 10.38		6.19
62 P	5.55	9.45	1.45		8.56	888.4			ENID E. 4.3 — W. 4.3	48.3	10.30		6.11
63 P	**6.03**	9.53	1.53		9.01	892.8			HEATON E. 4.8 — W. 5.6	43.9	10.24		**6.03**
N 110 S 146 WP	6.25	10.15	2.15		f 9.08	897.8		TO	MARICOPA E. 5.5 — W. 4.8	38.9	s 10.17		5.50
61 P	6.35	10.25	2.25		9.16	902.9			LIRIM E. 4.7 — W. 4.7	33.8	10.05		5.27
70 P	6.45	10.33	2.33		9.23	907.7			BON E. 5.0 — W. 5.0	29.0	10.00		5.19
63 P	6.55	10.41	2.41		9.30	912.5			NUNEZ E. 5.9 — W. 6.1	24.2	9.54		5.11
Yard Limits 88 WP	7.07	10.52	2.52		s 9.48	918.8		TO	CASA GRANDE E. 2.9 — W. 2.0	17.9	s 9.45		5.01
13 Spur						921.0			SECO E. 2.3 — W. 3.0	15.7			
61 P	7.16	11.01	3.01		9.55	923.7			ARIZOLA E. 4.8 — W. 4.8	13.0	9.32		4.53
63 P	7.24	11.09	3.09		10.02	928.4			TOLTEC E. 4.8 — W. 4.8	8.3	9.26		4.45
74 P	7.32	11.17	3.17		f 10.12	933.1		TO	ELOY E. 3.8 — W. 4.1	3.6	f 9.19		4.37
N 100 S 98 WOIYP	7.40PM	11.25AM	3.25AM		f 10.20AM	936.7		TO	PICACHO	0.0	9.10PM		4.30PM
	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily				(81.0)		Leave Daily		Leave Daily
	(3.10) 25.58	(3.05) 26.27	(3.05) 26.27		(2.20) 34.71				Time over District Average Speed per Hour		(2.10) 37.38		(2.45) 29.45

RULE 5. At Gila schedule time and train orders for first class trains apply at passenger station.

Capacity of sidings in car lengths	EASTWARD		Distance from San Francisco		Time Table No. 115 September 12, 1943 Christmas Branch STATIONS	Distance from Christmas	WESTWARD	
81 P			923.6		McQUEEN E. 3.6 — W. 3.6	86.9		
72 P			927.0	TO	GILBERT E. 5.2 — W. 4.7	83.5		
26			932.0		HIGLEY E. 3.6 — W. 3.4	78.5		
9			935.6		GERMANN E. 2.4 — W. 2.5	74.9		
18 P			938.1		RITTENHOUSE E. 3.6 — W. 4.0	72.4		
54 P			941.6		QUEEN CREEK E. 8.0 — W. 7.9	68.9		
45 P			949.8		MAGMA E. 9.3 — W. 9.2	60.7		
27 WP			959.0	TO	FLORENCE E. 3.0 — W. 2.7	51.5		
			961.8		BARR E. 7.6 — W. 7.4	48.7		
26 P			969.0		PRICE E. 6.2 — W. 6.2	41.5		
26 P			975.2		COCHRAN E. 7.9 — W. 7.9	35.3		
23 P			983.1		ZELLWEGER E. 1.6 — W. 1.3	27.4		
5 Spur			984.6		WOOLEY E. 2.9 — W. 3.7	25.9		
Yd. Limits P			987.8	TO-R	RAY JUNCTION E. 7.3 — W. 6.8	22.7		
29			994.9		BRANAMAN E. 4.5 — W. 4.1	15.6		
Yard Limits Y			999.2		BURNS WYE E. 0.3 — W. 0.7	11.3		
28			999.7		BURNS E. 0.6 — W. 0.3	10.8		
BWOP			1000.2	TO-R	HAYDEN JCT. E. 1.8 — W. 2.0	10.3		
14 KP			1002.1	TO	HAYDEN E. 1.5 — W. 1.3	8.4		
8 Spur			1003.5		WINKELMAN E. 1.2 — W. 1.2	7.0		
			1004.7		ROCK QUARRY E. 2.3 — W. 2.3	5.8		
			1007.0		FINNEY E. 2.4 — W. 2.4	3.5		
2 Spur			1009.4		RUDO E. 0.8 — W. 1.3	1.1		
41			1010.5		CHRISTMAS	0.0		
					(86.9)			

At Hayden Jct. when train-order office is open, signal governs movement of trains and engines between Christmas Branch junction switch (1584 feet east of Hayden Jct.) and Hayden Jct. train-order office. Movements between these points are authorized by signal being placed in proceed position after being called for by one long, one short and one long sound of whistle. When train-order office is closed, movements may be made between these points "With Caution" if intervening track is seen to be clear.

Normal position Christmas Branch junction switch is for Kennecott Copper Corporation Railroad. Westward trains and engines via Kennecott Copper Corporation Railroad, and via Christmas Branch, must stop to clear Christmas Branch junction switch before proceeding as authorized above.

Kennecott Copper Corp'n R. R. between Hayden Jct. and Hayden Mills is operated by the Tucson Division.

Speed of trains must not exceed 15 MPH.
Grade Hayden Mills to Hayden Jct. 2.2%.
Impaired overhead and side clearance at Hayden Mills Smelter.

RULE 99 must be complied with between Christmas Branch junction switch and Ray Consolidated derail on Kennecott Copper Corporation Railroad.

EASTWARD PICACHO SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 115 September 12, 1943 Nogales Branch	Distance from Nogales	FIRST CLASS	FIRST CLASS	THIRD CLASS
	870		378					379		871
	Freight		Mexican Express					Mexican Express		Freight
	Lv. Tuesday, Friday		Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday		Arrive Tues., Friday
Tucson Yard BKWFTYP	6.00 AM		10.30 AM	983.9	TO-R	TUCSON | TO-R TUCSON	65.9	s 4.35 PM		5.40 PM
						VIA SHOP YARD — E. 7.1 — W. 7.4 — | 0.8 T. & N. R. R. JCT. — E. 6.7 — W. 7.0 —	65.1			
24				991.6		CONSAIR E. 2.0 — W. 2.4	58.4			
55 P	6.35		10.52	993.8		XAVIER E. 9.2 — W. 9.2	56.0	4.13		5.07
62 P	7.00		f 11.07	1002.4		SAHUARITA E. 7.8 — W. 8.1	47.4	f 3.58		4.45
12 Spur P			f	1010.4		CONTINENTAL E. 1.7 — W. 1.7	39.4	f		
18 Spur P				1012.1		MORALES E. 3.8 — W. 4.5	37.7			
56 P	7.40		11.31	1016.3		CANOA E. 4.8 — W. 4.8	33.5	3.34		4.10
57 P	7.55		s 11.41	1021.1	TO	AMADO E. 4.5 — W. 4.5	28.7	s 3.25		3.57
56 P	8.05		11.49 AM	1025.6		CHAVEZ E. 2.9 — W. 2.3	24.2	3.16		3.42
			f	1028.1		SOTOS CROSSING E. 5.7 — W. 6.3	21.7	f		
57 P	8.30		f 12.04 PM	1034.2		OTERO E. 6.3 — W. 5.7	15.6	f 3.01		3.20
55 Spur YP	8.50		12.14	1040.1		CALABASAS E. 9.7 — W. 9.7	9.7	2.51		3.05
Nogales Yard BKWFTP	9.30 AM		s 12.35 PM	1049.8	TO-R	NOGALES	0.0	2.30 PM		2.40 PM
	Arrive Tues., Friday		Arrive Daily Ex. Sunday			(65.9)		Leave Daily Ex. Sunday		Leave Tues., Friday
	(3.30) 18.83		(2.05) 31.44			Time over District Average Speed per Hour		(2.05) 31.44		(3.00) 21.97

Rule S-72 Exception, No. 378 is superior to No. 379.

Passenger trains use shop yard route, Tucson yard.
Freight trains use T. & N. R. R. Jct. route, Tucson yard.

EASTWARD PICACHO SUBDIVISION WESTWARD

Capacity of sidings in car lengths				Distance from San Francisco		Time Table No. 115 September 12, 1943 Creamery Branch STATIONS	Distance from Normal Jct.			
79 WYP				914.4	TO	TEMPE 1.0	2.1			
75 13 Spurs				915.4		CREAMERY 1.1	1.1			
				916.5		NORMAL JCT.	0.0			
						(2.1)				

EASTWARD PICACHO SUBDIVISION WESTWARD

Capacity of sidings in car lengths				Distance from San Francisco	Time Table No. 115 September 12, 1943 Tempe Branch STATIONS	Distance from West Chandler			
P				915.3	TEMPE JCT. 2.4	7.7			
20				917.7	PETERSON 2.4	5.3			
48				920.1	HELENA 2.9	2.9			
				923.0	WEST CHANDLER	0.0			
					(7.7)				

EASTWARD BOWIE SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 115 September 12, 1943 Globe Branch	Distance from Live Oak	FIRST CLASS	FIRST CLASS	SECOND CLASS
	884		382					381		883
	Freight		Motor					Motor		Freight
	Leave Daily Ex. Monday		Leave Daily			STATIONS		Arrive Daily		Arrive Daily Ex. Sunday
Yard Limits BKWFYP	8.00 AM		**4.55 PM**	1098.4 1097.9	TO-R	BOWIE E. 9.2 — W. 9.8	136.4	s 3.05 PM		**4.55 PM**
50 P	8.25		5.12	1107.4		ESCALA E. 10.5 — W. 10.1	126.9	2.41		4.22
13 P	8.50		f 5.28	1117.8		TANQUE E. 7.3 — W. 7.6	116.5	f 2.22		3.50
42 P	9.05		5.39	1125.1		HAECKEL E. 7.7 — W. 7.7	109.2	2.09		3.30
38 P	9.25		s 5.52	1132.6		SOLOMON E. 2.7 — W. 2.3	101.7	s 1.57		3.10
21 Spur				1135.3		LONE STAR E. 1.9 — W. 2.5	99.0			
Yard Limits 52 WP	10.20		s 6.05	1137.5	TO	SAFFORD E. 3.1 — W. 2.9	96.8	s 1.45		2.40
34 P	10.35		s 6.15	1140.6		THATCHER E. 5.1 — W. 5.1	93.7	s **1.33**		**1.33**
28 P	10.55		s 6.26	1145.6	TO	PIMA E. 1.1 — W. 1.5	88.7	s 1.23		1.05
62 P	11.14		6.30	1146.7		DUBLIN E. 2.3 — W. 1.6	87.6	1.19		12.50
				1148.9		GLENBAR E. 3.9 — W. 4.6	85.4			
59 P	11.45 AM		f 6.41	1153.0		CORK E. 2.0 — W. 1.3	81.3	f 1.09		12.25
				1154.8		ASHURST E. 4.4 — W. 5.0	79.5			
59 P	**12.03 PM**		s 6.54	1159.3	TO	FT. THOMAS E. 5.1 — W. 4.7	75.0	s 12.58		**12.03 PM**
17 WP	12.18		f 7.03	1164.2		GERONIMO E. 5.6 — W. 6.0	70.1	f 12.48		11.50 AM
54 P	**12.36**		f 7.14	1170.1		BYLAS E. 6.7 — W. 6.6	64.2	f **12.36**		11.35
52 P	12.57		f 7.26	1176.8		CALVA E. 14.3 — W. 14.3	57.5	f 12.24 PM		11.20
52 P	1.40		7.54	1191.0		DILI E. 6.4 — W. 5.8	43.3	11.56 AM		10.40
P			f	1197.3 1197.2		PERIDOT E. 3.6 — W. 4.2	37.0	f		
52 WP	2.10		s 8.15	1201.0	TO	SAN CARLOS E. 7.0 — W. 6.4	33.2	s 11.35		10.10
20 Spur P				1207.8		REPPY E. 5.2 — W. 5.7	26.4			
43 P	2.50		f 8.42	1213.5		CUTTER E. 6.1 — W. 5.9	20.7	f 11.11		9.40
Yd. Limits 20 P	3.10		8.58	1219.3		PINAL E. 2.4 — W. 2.1	14.9	10.59		9.23
Yd. Limits BKWOTP	3.20 PM		s 9.05 PM	1221.5	TO-R	GLOBE E. 4.6 — W. 4.8	12.7	10.50 AM		9.10 AM
13 P				1226.2		RADIUM E. 1.2 — W. 1.0	8.0			
3 Spur				1227.3		BURCH E. 2.9 — W. 2.9	6.9			
Yard Limits 9 Spur				1230.2		CLAYPOOL E. 1.7 — W. 1.7	4.0			
Yard Limits WYP				1231.9	TO-R	MIAMI E. 1.1 — W. 1.1	2.3			
Yard Limits 27 Spur				1233.0		INSPIRATION JCT. E. 1.2 — W. 1.2	1.2			
Yard Limits 14 Spur				1234.2		LIVE OAK	0.0			
	Arrive Daily Ex. Monday		Arrive Daily			(136.4)		Leave Daily		Leave Daily Ex. Sunday
	(7.20) 16.87		(4.10) 29.69			Time over District Average Speed per Hour		(4.15) 29.11		(7.45) 15.96

All train and engine movements must be preceded by section crew from Inspiration Jct. to Live Oak.

BOWIE SUBDIVISION

Capacity of sidings in car lengths	EASTWARD SECOND CLASS						FIRST CLASS						Distance from San Francisco		Time Table No. 115 September 12, 1943	Distance from Lordsburg	WESTWARD FIRST CLASS		SECOND CLASS
	866 Freight	**964** Freight	**864** Freight	**962** Freight	**862** Freight	**960** Freight	**376**	**4** Golden State Limited	**6** Argonaut	**370**	**44** Californian	**2** Sunset Limited			**STATIONS**		**43** Californian	**1** Sunset Limited	**845** Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily
Tucson Yard BKW FTYP	5.45 PM	4.05 PM	8.40 AM	7.45 AM	1.45 AM	12.01 AM	11.00 PM	12.15 PM	12.05 PM	11.00 AM	8.35 AM	1.35 AM	983.9	TO-R	**TUCSON** E. 0.8 — W. 0.8				
													984.7		**T. & N. R. R. JCT.** E. 3.0 — W. 3.0				
4 Spur	5.58	4.20	8.53	8.00	1.58	12.15	11.09	12.24	12.14	11.09	8.44	1.44	987.7		**POLVO** E. 3.0 — W. 3.0				
13 Spur P													990.7		**WILMOT** E. 2.7 — W. 3.4				
63 P	6.13	4.40	9.08	8.20	2.13	12.35	11.20	12.35	12.25	11.20	8.55	1.55	993.8		**RANKIN** E. 5.2 — W. 4.5				
P													998.6		**ESMOND** E. 4.2 — W. 4.9				
63 P	6.35	5.05	9.30	8.45	2.35	1.00	11.37	12.52	f 12.42	11.37	9.12	2.12	1003.3		**VAIL** E. 9.2 — W. 9.3				
79 WP	6.57	5.40	9.52	**9.29**	2.57	1.35	11.54 PM	1.09	f 12.59	11.54 AM	**9.29**	2.29	1012.6		**PANTANO** E. 11.0 — W. 11.1				
N94 S85 CIYP	7.30	6.20 PM	10.25	10.01 AM	3.30	2.15 AM	12.15 AM	1.30 PM	f 1.20	12.15 PM	9.50 AM	2.48	1023.6	TO-R	**MESCAL** E. 4.8 — W. 4.7	124.7	f 7.26 PM	3.15 AM	2.20 PM
77 P	7.40		10.35		3.40				1.27			**2.58**	1028.2		**CHAMISO** E. 4.4 — W. 4.9	120.1	7.15	**2.58**	2.05
E118 Yd.Lmts. W70 BKWOP	8.00		10.55		4.00				s **1.41**			s 3.13	1032.6 1032.5	TO	**BENSON** E. 3.4 — W. 2.7	115.7	s 7.01	s 2.45	**1.41**
62 P	8.12		11.07		4.12				1.48			3.20	1035.8		**FENNER** E. 2.5 — W. 2.6	112.5	6.48	2.33	1.24
83 P	8.23		11.18		4.23				1.55			3.26	1038.5		**CURVO** E. 2.7 — W. 2.6	109.8	6.43	2.28	1.17
75 WP	8.34		11.29		4.34				2.03			3.33	1041.0	TO	**SIBYL** E. 2.9 — W. 2.8	107.3	6.38	2.23	1.09
63 P	8.43		11.38		4.43				2.09			3.39	1043.9		**TULLY** E. 3.3 — W. 3.3	104.4	6.33	2.18	1.01
63 P	8.52		11.47		4.52				2.16			3.46	1047.3		**OCHOA** E. 3.8 — W. 3.8	101.0	6.28	2.13	12.52
65 P	9.01		11.56 AM		5.01				2.23			3.53	1050.8		**LANCHA** E. 2.9 — W. 2.9	97.5	6.23	2.08	12.43
E65 W65 YP	9.14		12.09 PM		5.14				s 2.31			4.00	1053.9	TO	**DRAGOON** E. 4.5 — W. 4.7	94.4	f 6.18	f 2.04	12.35
81 P	9.24		**12.19**		5.24				2.37			4.06	1058.3		**MANZORO** E. 5.2 — W. 5.3	90.0	6.08	1.56	**12.19**
90 P	9.33		12.28		5.33				s 2.46			4.13	1063.9	TO	**COCHISE** E. 5.9 — W. 5.7	84.4	f 5.57	1.48	12.07 PM
64 P	9.42		12.37		5.42				2.53			4.19	1069.6		**HADO** E. 5.1 — W. 5.2	78.7	5.47	1.40	11.55 AM
68 WP	9.51		12.46		5.51				s 3.04			f 4.26	1074.7	TO	**WILLCOX** E. 4.7 — W. 4.6	73.6	s 5.38	1.33	11.46
61 P	10.01		12.56		6.01				3.11			4.32	1079.4		**DRURY** E. 2.9 — W. 3.2	68.9	5.26	1.26	11.37
99 P	10.13		1.08		6.13				3.17			4.38	1082.6	TO	**RASO** E. 5.3 — W. 4.9	65.7	5.22	1.22	11.31
64 P	10.22		1.17		6.22				3.25			4.45	1087.7		**ALRICH** E. 3.6 — W. 3.6	60.6	5.11	1.13	11.16
64 P	10.28		1.23		6.28				3.30			4.49	1091.0		**LUZENA** E. 3.4 — W. 3.5	57.3	5.02	1.05	11.06
63 P	10.34		1.29		6.34				3.35			4.53	1094.5		**CHOLLA** E. 3.2 — W. 4.8	53.8	4.57	1.00	11.00
E110 Yd.Lmts. W113 BKWFYP	10.55		1.50		6.55				s 3.58			s 5.05	1098.4	TO-R	**BOWIE** E. 4.9 — W. 3.3	49.9	s 4.48	s 12.52	10.50
64 P	11.04		1.59		7.04				4.05			5.12	1102.6		**HOLT** E. 4.1 — W. 4.1	45.7	4.25	12.37	10.37
63 P	11.11		2.06		7.11				4.10			5.17	1106.6		**OLGA** E. 3.5 — W. 3.5	41.7	4.20	12.32	10.31
63 P	11.18		2.13		7.18				**4.15**			5.22	1110.2		**KARRO** E. 3.7 — W. 3.7	38.1	**4.15**	12.27	10.25
63 BKWFYP	11.25		2.20		7.25				s 4.22			5.28	1114.2	TO	**SAN SIMON** E. 3.6 — W. 3.6	34.1	s 4.10	12.22	10.19
64 P	11.40		2.34		7.39				4.27			5.33	1117.6		**BAWTRY** E. 4.4 — W. 4.4	30.7	4.03	12.17	10.13
74 P	11.52 PM		2.46		7.51				4.33			5.39	1121.8		**VANAR** E. 3.1 — W. 3.2	26.5	3.58	12.12	10.06
70 P	**12.07 AM**		2.55		8.00				4.39			5.45	1125.0		**CAVOT** E. 3.7 — W. 3.7	23.3	3.53	**12.07 AM**	10.00
E66 W69 YP	12.25		3.15		8.20				f 4.51			5.57	1128.9	TO	**STEINS** E. 3.8 — W. 3.8	19.4	f 3.45	11.59 PM	9.50
62 P	12.32		3.22		8.27				4.56			6.03	1132.7		**MONDEL** E. 4.1 — W. 4.1	15.6	3.38	11.52	9.36
63 P	12.39		**3.33**		8.34				5.01			6.08	1136.5		**CONRAD** E. 4.3 — W. 4.3	11.8	**3.33**	11.47	9.29
62 P	12.47		3.41		8.42				f 5.07			6.14	1140.8	TO	**GARY** E. 3.1 — W. 3.1	7.5	f 3.27	11.41	9.21
63 P	12.54		3.47		8.49				5.12			6.19	1143.9		**PYRA** E. 4.6 — W. 4.0	4.4	3.22	11.37	9.15
Yard Limits BKWFTYP	1.05 AM		3.55 PM		9.00 AM				s 5.20 PM			s 6.27 AM	1148.3	TO-R	**LORDSBURG**	0.0	3.15 PM	11.30 PM	9.05 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(164.4)		Leave Daily	Leave Daily	Leave Daily
	(7.20) 22.42	(2.15) 17.65	(7.15) 22.68	(2.16) 17.51	(7.15) 22.68	(2.14) 17.77	(1.15) 31.76	(1.15) 31.76	(5.15) 31.31	(1.15) 31.76	(1.15) 31.76	(4.52) 33.78			Time over District Average Speed per Hour		(4.11) 29.81	(3.45) 33.25	(5.15) 23.76

Track No. 2 (Tucson to Mescal)

A. B. S. (Mescal to Lordsburg)

Be Governed by Current Time Table and Bulletins of Rio Grande Division.

Westward trains will use track No. 1, Rio Grande Division, Mescal to Tucson, and eastward trains will use track No. 2, Tucson Division, Tucson to Mescal, under double track rules.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
1	Willcox, Cochise	Discharge		East of El Paso

SPECIAL INSTRUCTIONS

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service	65 Market St., San Francisco
Yuma	J. H. Huber
Phoenix	H. H. Howard
Tucson	Greenwald & Adams
Tucson	Capo-Upp
Nogales	E. M. Mather
Lordsburg	H. H. Conder
Globe	J. G. Cubitto
Miami	J. G. Cubitto, Jr.

RULE 2 (A). Watches subject to inspection must be presented to a designated inspector for comparison, and certification on standard watch certificate between the first and fifteenth of each month.

RULES 10 (G) and 10 (H). On tracks No. 1 and No. 2 between Tucson and Polvo, signals will be placed on left of track in direction of movement.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or time-table bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed fifteen miles per hour thereover.

RULE 10 (J). Mile Post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such train is passing distant signal three-fourths mile beyond the slow board:

Eastward				Westward			
		YUMA-PHOENIX					
738.5	742.1	744.9	768.3		741.5	745.2	747.9
774	820.6	864	891.2	772.1	814.4	852.8	877.4
779.3	829.4	869.9	896.3	782.8	824.1	862.9	883.4
791.4	839.4	873.9	900.4	794.8	832.9	867.4	899.8
800.7	847.6	879.9		804.2	842.8	873.4	903.6
810.9	859.5	888.2					
		PHOENIX-TUCSON					
909.2	937.2	956.5	969.6	909.2	931.2	960.3	946
932.6	941.6	960.3		912.5	936.2	963.8	949.7
					940.6	967.9	968.9
					944.9	973	971.9
					954.9	942.6	976.7
		WELLTON-GILA					
774.9	794.5	814.1	838.7	774.8	785.6	817.7	834.8
778.5	799.1	820.4	844.1	777.9	797.6	821.3	841.7
782.5	804.7	827.9	848.7	781.8	802.1	823.7	847.1
791.1	810.4	831.8	853.7		808.2	831.3	851.8
		GILA-PICACHO					
870.2	881.8	901.2	916.8	866.9	873.4	899.8	920.4
873.1	886.6	905.9	922	870.6	876.5	904.6	925.3
877.8	890.9	910.9	926.7		881.2	909.3	930.1
					885.3	914.3	935
		TUCSON-LORDSBURG					
1001.7	1056.8	1089.6	1115.9	1004.7	1048.7	1080.8	1111.7
1019.9	1062.1	1093.1	1120.4	1013.9	1052.4	1084	1115.6
1026.9	1068	1096	1131.1	1029.7	1055.3	1088.9	1118.9
1030.9	1073.1	1101.2	1135.2	1034.7	1060	1096	1123.8
1034.4	1077.9	1105.1	1139.5	1037.4	1065.3	1100.9	1138.1
1049.6	1080.8	1108.7	1142.6	1039.9	1071	1104.1	1142.5
1052.4	1086	1112.3	1146.2	1042.6	1076.2	1108.2	1145.5

Mile Post location of slow board which restricts the speed of trains, as indicated on slow board, while engine of such train is passing the home signal three-fourths mile beyond the slow board:

Eastward			Westward	
		TUCSON-LORDSBURG		
998.1	1070.5		1000	1120.6

RULE 14. Other engine whistle signals:
For diverging route, 0 ——— 0.
For siding, ——— 0 ———.

RULE 14 (d). As specified below, ——— ——— ——— ——— 0 sounds of whistle will be indication that flagman may return from west as prescribed by Rule 99:

Phoenix Yard—Kendall, Trains on Second Main Track.
Normal Jct., Trains on Creamery Branch.
Picacho, Trains on Phoenix Line.

RULE 14 (e). As specified below, ——— ——— ——— ——— ——— ——— sounds of whistle will be indication that flagman may return from east as prescribed by Rule 99:

Wellton, Trains on Phoenix Line.
Litchfield, Trains on Litchfield Branch.
Kendall—Phoenix Yard, Trains on Second Main Track.
Tempe, Trains on Creamery Branch.
Tempe Jct., Trains on Tempe Branch.
McQueen, Trains on Christmas Branch.
T. & N. R. R. Jct., Trains on Nogales Branch.
Mescal, Trains on Rio Grande Division.
Bowie, Trains on Globe Branch.

RULE 17. Mars Signal Light on engines shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

RULE 21 (C). At Phoenix, Gila and Tucson, incoming engines may display indicators until arrival at roundhouse.

RULE 28. In double track territory signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as shown on Page 6.

RULE 82 (A). Unless otherwise instructed, crews arriving Phoenix on eastward first-class trains will assume same schedule at Phoenix and proceed to Phoenix Yard without clearance.

RULE 83. Identification of trains may be made on double track between Yuma and East Yard; Dome and Wellton; Stockham and Tucson; Phoenix and Phoenix Yard; to be applied at end of double track; and on second main track between Phoenix Yard and Kendall, to be applied at Kendall. Trains approaching each other between these stations must reduce speed sufficiently to permit identification and Rule 14 (k) will apply.

RULE 83 (A). At the following stations, only the trains indicated will register:

Phoenix—First-class trains.
Mescal—All trains.
Bowie—All trains.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Phoenix Yard	First-class trains
Mescal	All trains
Bowie	All trains except on Globe Branch

Tucson—Engineers of light engines from east will leave register ticket with engine dispatcher for delivery to operator for registration.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
731.51	Yuma	737.83
	“ (Yuma Valley R. R.)	0.22
900.96	Phoenix	908.79
920.45	Mesa	923.23
981.96	Tucson (Track No. 2)	989.00
	“ (Track No. 1—Rio Grande Div.)	988.09
	“ (Nogales Br.)	987.42
854.20	Gila	857.70
917.00	Casa Grande	920.33
986.84	Ray Jct.	988.72
998.80	Hayden Jct.	1004.90
1046.37	Nogales	1049.89
1031.60	Benson	1034.01
1097.10	Bowie	1100.00
	“ (Globe Br.)	1099.50
1136.65	Safford	1138.34
1218.70	Globe	1223.22
1229.82	Miami	1234.20
1147.19	Lordsburg	1151.38

Comply with third paragraph Rule 93 within portions of main track not protected by automatic block signals which are located and described as follows:

Phoenix—Union Station and main track, between “Block System Limit” sign opposite dwarf signal 9059 and “Block System Limit” sign at MP 906.2 on westward main track and dwarf signal 9064 on eastward main track.

Tucson—Passenger tracks Nos. 1, 2 and 3, between end of double track at MP 983.66 and dwarf light Signal 9838.

RULE 95. Sections of Eastward schedules may be authorized by telegram from Chief Train Dispatcher, for movement from Phoenix to Phoenix Yard, where train order authority will be received.

RULE 97. Extra trains must not run via Creamery Branch unless train order so specifies.

RULE D-97 (A). Will apply between Phoenix and Phoenix Yard.

RULE 99. In territory where head-free rail is laid, unless torpedoes with spring clamps are used, duplicate torpedoes must be placed on the opposite rail so as to afford maximum protection.

Head-free rail is rail on which the square corners on under side of head are beveled up to about 60 degrees slope to within approximately one-half inch of top of rail.

At Tucson Passenger Station, first-class trains will move with caution on passenger tracks Nos. 1, 2 and 3, between end of double track at MP 983.66 and end of double track at MP 984.12. Trains standing on passenger tracks within these limits need not protect against first-class trains, but will comply with Rule 99(A).

RULE 99 (C). Globe Branch between Bowie and Globe is designated as territory over which train orders form “I,” example (1) and (2) will apply.

RULE 103 (A). A flagman must precede all movements over:

Yuma, 1st, 2nd, 3rd and 4th Sts.
Tovrea, Washington St.
Tempe (Creamery Branch), Mill Ave. and 8th St.
Dateland, U. S. Highway 80.
Naviska, U. S. Highway 84.
Tucson, West Congress St.
Nogales, Court and Park Sts.
Globe, Hackney St. and eastward over Murphy St.
Miami, Latham Blvd., Adonis Ave. and Miami Copper Co. highway crossing.

RULE 103 (B). Back-up hose must be used when making back-up movements with cars, between Hayden Jct. and Hayden Mills, and between North and South yards and/or P. F. E. yard, Tucson.

RULE 104. NORMAL POSITION OF RIGID SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS:

Litchfield	Switch to Litchfield Branch, for Phoenix Line main track.
Phoenix	West end of double track, for westward main track.
Tempe	Switch for Creamery Branch, for Phoenix Line main track.
Tempe Jct.	Switch to Tempe Branch, for Phoenix Line main track.
Normal Jct.	Switch to Creamery Branch, for Phoenix Line main track.
McQueen	Cross-over switch to Christmas Branch, for Phoenix Line main track.
Picacho	Normal position of junction switch for Gila Line. Operators will handle switches near train-order office for movements to and from Phoenix Line and both sidings.
Tucson	Switch to Nogales Branch, via shop yard, for passenger track No. 1.
Tucson	Switch to Nogales Branch, via T. & N. R. R. Junction, for main track No. 1.

DERAILS IN MAIN TRACK:

Litchfield Park, 320 feet west of east end of track.
Christmas, 250 feet east of west switch.
Nogales, 221 feet west of west switch, may be trailed through by eastward trains.

Naviska, derail on track to Marana Air Base located 10 feet east of east switch of interchange track.

RULE 105. FOLLOWING TRACKS ARE DESIGNATED FOR USE AS SIDINGS:

Fowler	Track north of main track.
Mesa	Track south of main track.
Ray Junction	Track north of main track.
Mohawk	First track north of main track, for eastward trains. Second track north of main track, for westward trains.

Sentinel	Track north of main track, for eastward trains. Track south of main track, for westward trains.
Red Rock	Track north of main track, for eastward trains. Track south of main track, for westward trains.
Jaynes	Track north of main track, for westward trains. Track south of main track, for eastward trains.
Benson	Track north of main track, for eastward trains. Track south of main track, for westward trains.
Dragoon	Track north of main track, for westward trains. Track south of main track, for eastward trains.
Bowie	Track north of main track, from west switch to main track switch just east of station building, for eastward trains. Track north of main track, from east switch to main track switch just east of station building, for westward trains.
Steins	First track north of main track, for westward trains. Second track north of main track, for eastward trains.
San Carlos	Track north of main track.

Abbreviations used for sidings: "E" for Eastward, "W" for Westward, "M" for Middle, "N" for North, "S" for South.

RULE 204. Trains of Wellton and Picacho subdivisions with the same conductor operating through Phoenix may be issued train orders on one subdivision that affect their movement on either or both subdivisions, and these orders must be delivered by engineer to relieving engineer.

RULE 221. Trains must obtain clearance before leaving Tempe to or from Creamery Branch, and at Bowie and Miami and at Phoenix Yard, except westward trains terminating at Phoenix.

Trains leaving Safford between 8:01 AM and 5:01 PM must obtain clearance.

Trains leaving Safford between 5:01 PM and 8:01 AM need not obtain clearance.

RULE D-251. Applies to the following tracks:

Both tracks between Phoenix and Phoenix Yard.

No. 1 Track from PFE yard to Park Ave., Tucson. Second class and extra trains and engines must receive proceed signal from yardman located near derail on west lead PFE yard, (white flag by day, green light by night). Yardman must receive authority from Yardmaster.

Westward track from Tucson to Stockham.

Second and third class and extra trains and engines must receive proceed signal from yardman located near Park and Sixth Avenues, (white flag by day, green light by night).

METHOD OF DISPATCHING TRAINS BETWEEN TUCSON AND MESCAL

Track No. 1 Mescal subdivision and Track No. 2 Bowie subdivision will be operated under double track rules, track No. 1 westward track and track No. 2 eastward track.

Limits of double track operation between Tucson and Mescal will be as follows:

Eastward—via track No. 2 to switch of west end crossover between Tracks No. 2 and No. 1 at Mescal.

Westward—via west end crossover between tracks No. 2 and No. 1 at Mescal and Track No. 1 from west switch of crossover to Tucson.

RULE D-97 (A) will apply on Tracks No. 1 and No. 2 between Tucson and Mescal, except that extra trains must obtain clearance, or proper train-order signal, or permission from train dispatcher before using either track.

Trains from Bowie Subdivision moving to Mescal Subdivision, and trains on Mescal Subdivision moving through Mescal, with the same conductor and engineer operating through Mescal, may be issued train orders on one subdivision that affect their movements on either, or both subdivisions. Any such train orders issued by one division to a train on the other division must be transmitted to the other division addressed to Dispatcher before complete is given to the order addressed to the train; and such orders must be shown on clearance issued by the division on which train originates.

RULE 82 (A). Regular trains and sections of schedules authorized on Bowie or Mescal Subdivisions are authorized to assume corresponding schedules or sections of schedules on Bowie or Mescal Subdivisions at Mescal without clearance.

Westward trains may leave Mescal without clearance provided train is properly cleared by train-order signal.

RULE 83 (B). When a regular train is checked on Bowie or Mescal Subdivision, it will not be necessary to check the register at Mescal against the same train.

RULE 505. AUTOMATIC BLOCK SYSTEM

Yuma: Westward trains moving against the current of traffic from crossover at east end of Yuma yard, Signal 7341 will display stop indication, and train will be required to stop before passing signal. If switches are properly lined and route clear, yardman will then signal engineman with white flag by day and green light by night, as authority to proceed against the current of traffic with caution, not exceeding 15 MPH.

If necessary to move a westward passenger train through the freight yard from the east end of yard to passenger station, yardman will verbally inform engineer of this fact and notify him as to track which is to be used. Trains under such conditions must move with caution not exceeding 10 MPH.

East Yard: Push buttons and indication light for releasing and clearing of Signals P-7374 and P-7372 under conditions described below are located in box on west side of signal case P-7374 and must be operated as follows:

When eastward train is on eastward main track west of Signal P-7374, or any switch open on eastward main track between Signal P-7374 and battery box 2000 feet west of Signal 7356, and it is desired to make eastward movement from yard track No. 1, member of crew will press push button 7372 and hold same until indication light opposite push button is illuminated. After an interval of two minutes, Dwarf Signal P-7372 will indicate "proceed" if block is clear.

Eastward train on yard track No. 1 to let eastward train pass must not pass approach circuit sign located 500 feet west of Dwarf Signal P-7372 unless necessary. If necessary to occupy approach circuit, member of crew will immediately press push button 7374 and hold same until indication light opposite push button is illuminated, to prevent delay to eastward train on main track. After an interval of two minutes Signal P-7374 will indicate "proceed" for passing train if block is clear.

Phoenix: Crossing—AT&SF Wye.

If either of these signals indicate "stop," train or engine, after stopping, and observing wye track to be clear of opposing movements, may proceed in accordance with Rules 509(F) or 509(J), and in addition must provide flag protection on the intersecting track unless derail thereon is in derailing position.

Kendall: Eastward trains on main track, stop west of Signal 9112 if waiting for or meeting a train.

Eastward trains on second main track will be governed by position of Signals 9112 and 9113 before entering main track.

Picacho: Signal 9374 will require a two-minute interval to clear after switch on north siding is lined for movement to main track if it is desired to make an eastward movement from north siding ahead of eastward train on main track or eastward train occupying approach circuit on south siding.

Push buttons and indication lights for releasing and clearing of Signals P-9376 and P-9378 under conditions described below are located in box on west side of signal case P-9376 and must be operated as follows:

When eastward train is on main track west of Signal P-9376 and it is desired to make eastward movement from south siding ahead of eastward train on main track, member of crew will press push button 9378 and hold same until indication light opposite push button is illuminated. After an interval of two minutes, Signal P-9378 will indicate "proceed" if block is clear.

Eastward train on south siding to let eastward train pass must not pass approach circuit sign located 500 feet west of Signal P-9378 unless necessary. If necessary to occupy approach circuit, member of crew will immediately press push button 9376 and hold same until indication light opposite push button is illuminated, to prevent delay to train on main track. After an interval of two minutes, Signal P-9376 will indicate "proceed" for passing train if block is clear.

Signal P-9377. Upper unit will govern movement on main track. Middle unit will govern movement to and on north siding. Lower unit will govern movement to and on south siding. When middle or lower unit indicates "caution" a preceding movement on siding is indicated.

Jaynes: Push buttons and indication lights for releasing and clearing of Signals P-9776 and P-9778 under conditions described below are located in box on west side of signal case P-9776 and must be operated as follows:

When eastward train is on main track west of Signal P-9776 and it is desired to make eastward movement from siding ahead of eastward train on main track, member of crew will press push button 9778 and hold same until indication light opposite push button is illuminated. After an interval of two minutes, dwarf signal P-9778 will indicate "proceed" if block is clear.

Eastward train on siding to let eastward train pass must not pass approach circuit sign located 500 feet west of dwarf signal P-9778 unless necessary. If necessary to occupy approach circuit, member of crew will immediately press push button 9776 and hold same until indication light opposite push button is illuminated, to prevent delay to train on main track. After an interval of two minutes, Signal 9774 will indicate "proceed" for passing train if block is clear.

Tucson: Account no overlap on Light Signal 9838 located just east of Tucson yard office, and no overlap on Light Signal 9841 located just west car shop on Nogales Branch, trains and engines moving between these signals, and on passenger track No. 1 between west end of car shed and Light Signal 9838, must do so with caution.

Track No. 2 between Tucson and Mescal:

Eastward trains will be governed by Rule 509 (F) applicable to double track.

Westward trains Mescal to Esmond will be governed by Rule 509 (J) applicable to single track.

Westward trains Esmond to Tucson will have no block signal protection after passing Signal 9978.

Between Tucson and Polvo, automatic block signals are on the left of the track in the direction of movement.

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P", have included in their control limits some special protective device:

Eastward Signals	Protection	Westward Signals
P- 7372 P- 7374	Spring switch end of double track, East Yard Spring switch east end of yard track No. 1, East Yard	P- 7375
P- 7532	Spring switch end of double track, Dome	P- 7535
P- 9052	Spring switch, west end of freight lead, Phoenix.	
	Spring switch, east end double track, Phoenix Yard	P- 9075
P- 9376 P- 9378	Spring switch, east switch of south siding, Picacho	P- 9377
P- 9402	Spring switch, east switch of siding, Ocatilla	P- 9411
P- 9436	Spring switch, east switch of siding, Wymola	P- 9445
P- 9508	Spring switch, east switch of eastward siding, Red Rock	P- 9521
P- 9576	Spring switch, east switch of siding, Naviska	P- 9587
P- 9668	Spring switch, east switch of siding, Rillito	P- 9673
P- 9716	Spring switch, east switch of siding, Cortaro	P- 9725
P- 9776 P- 9778	Spring switch, east switch of eastward siding, Jaynes	P- 9777
P- 9810	Spring switch, end of double track, Stockham	P- 9813
	Spring switch, east switch of siding, Chamiso	P-10287
P-10408	Spring switch, west switch of siding, Sibyl	
	Spring switch, east switch of siding, Sibyl	P-10415
P-11322	Spring switch, west switch of siding, Mondel	P-11329

RULE 516: Overlap posts:

23rd Ave. Phoenix	Middle of Siding	Eastward trains.
	Middle of Siding	Westward trains.
McQueen	Middle of Siding	Eastward trains.
Roskruge	Middle of Siding	Eastward trains.
	Middle of Siding	Westward trains.
Cortaro	Middle of Siding	Eastward trains.
Pembroke	Middle of Siding	Westward trains.
Mondel	Middle of Siding	Eastward trains.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them:

		NORMAL POSITION		MPH Psgr.	MPH Frt.
East Yard	End double track	Westward track	Trailing eastward	25	25
Dome	End double track	Eastward track	Trailing westward	30	30
			Facing eastward	25	25
Picacho	East end south siding	Main track	Trailing eastward	25	20
Ocatilla	East end siding	Main track	Trailing eastward	25	20
Wymola	East end siding	Main track	Trailing eastward	25	20
Red Rock	East end eastward siding	Main track	Trailing eastward	25	20
Naviska	East end siding	Main track	Trailing eastward	25	20
Rillito	East end siding	Main track	Trailing eastward	25	20
Cortaro	East end siding	Main track	Trailing eastward	25	20
Jaynes	East end eastward siding	Main track	Trailing eastward	25	20
Stockham	End double track	Eastward track	Trailing westward	35	35
Chamiso	East end siding	Main track	Trailing eastward	25	20
Sibyl	West end siding	Main track	Trailing westward	25	20
Sibyl	East end siding	Main track	Trailing eastward	25	20
Mondel	West end siding	Main track	Trailing westward	25	20

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them:

		NORMAL POSITION		MPH Psgr.	MPH Frt.
Yuma, Colorado River Bridge:					
West end	End double track	Westward track	Trailing eastward	8	8
East end	End double track	Eastward track	Trailing westward	8	8
East Yard	East end yard track 1	Main track	Trailing eastward	25	20
			Facing westward	15	15
Phoenix	West end freight lead	Main track	Trailing westward	15	15
			Facing eastward	15	15
Phoenix Yd.	East end double track	Westward track	Trailing eastward	15	15
			Facing westward	15	15

RULE 605. INTERLOCKING

WELLTON

Limits extend from two-arm signals on Gila Line and on Phoenix Line 4,000 feet east of station building to light signal on westward track 400 feet west of station building and to two-arm signal on eastward track 1,000 feet west of station building.

The derail at east end of siding is electrically locked, and can be operated by trainmen only when released by signal operator.

Switches and derails to spurs leading from westward main track, just west and east of station building are hand-thrown, but must not be used until permission is secured from signal operator.

PICACHO

Limits extend between eastward signals 9366-SA and 9796-SA and westward signals 9801-SA, 9369-SA and 9367-SA.

When middle or lower units of signal 9366-SA or 9796-SA indicates caution there is a preceding movement on siding beyond interlocking limit.

West end of north siding will be at signal 9801-SA and west end of south siding will be at signal 9367-SA and siding is in automatic block signal system.

TUCSON, SIXTH AVENUE

Limits on eastward track from interlocking signal opposite automatic block signal 9835 to end of double track and on westward track from end of double track to signal 9835.

Limits on Independent Icing Lead between main track switch and dwarf signal located approximately 240 feet west of Sixth Avenue Interlocking Tower.

Limits on freight train yard lead between main track switch on westward main track and dwarf signal located 240 feet west of Sixth Avenue Interlocking Tower.

One long sound of the engine whistle will be signal to Towerman for movement via Independent Icing Lead and westward main track with current of traffic. Whistle signal to be used only when necessary.

Signals prescribed by Rule 628 may be given from tower.

MESCAL

Interlocking signals of the Rio Grande Division will display indication in the upper quadrant. Signal arm extended upward parallel to signal mast indicates "proceed."

Limits are between home signals governing east switch of east crossover and west switch of west crossover on Rio Grande Division, and home signals governing east and west switches of sidings on Tucson Division. Switches are controlled by signal operator, except switches leading from north siding to water and outfit spurs; from south siding to both legs of wye and to west end of coal track. Switch and derail east end coal track are hand-thrown but must not be used until permission is secured from signal operator.

Where hand signals, as prescribed by Rule 628, cannot be seen, trains stopped will call the signal operator and secure permission to proceed; also to throw switches by hand in event the remote control appliance is inoperative.

TAKE-SIDING INDICATOR

RULE 705. Picacho: When letter "S" is displayed, the letter "N" or "S" will also be displayed. When the letter "N" is displayed in conjunction with the letter "S," westward trains will use north siding. When the letter "S" is displayed in conjunction with the letter "S," westward trains will use south siding. This indicator located on Signal 9385.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK SYSTEM

YUMA—COLORADO

Operation over single track and spring switches by absolute-permissive block system rules between absolute signals west of bridge and absolute signals east of bridge, speed of 8 miles per hour must not be exceeded until engine has cleared single track and spring switches.

Signal governing eastward movement against current of traffic on westward main track west of bridge will indicate "proceed" only when train or engine is on approach circuit and push button opposite signal is pressed.

Signal governing westward movement against current of traffic on eastward main track east of bridge will indicate "proceed" only when train or engine is within 275 feet of signal.

When train or engine has received "proceed" indication from either signal east of bridge and is holding the indication by reason of standing within less than 275 feet of signal, the signal may be released and "proceed" indication secured on adjoining track by pressing proper push button located on signal case adjoining high signal after train it is desired to move has entered approach signal circuit. Pressing push button 7321 P. B. will place dwarf signal at "stop" and clear high signal. Pressing push button 7323 P. B. will place high signal at "stop" and clear dwarf signal.

High signal west of bridge will not indicate "proceed" until after engine has passed overlap post 1100 feet west of this signal.

Eastward train waiting at Colorado for westward train will remain west of overlap post.

Eastward freight trains held out of Yuma yard by Yardmaster's instructions will remain west of signal 7314.

Directions for use and operation of push buttons located inside push button box.

In case of failure of absolute signals, in addition to complying with absolute-permissive block system rules inspection of spring switches must be made.

RULE 824. INSTRUCTIONS FOR SETTING HAND BRAKES:

YUMA	
Freight Trains	Four brakes on east end.
East Yard	Ten brakes on west end. Five brakes on east end.
PHOENIX	
Freight Trains	Two brakes on west end. Two brakes on east end.
TUCSON	
Passenger Trains	Two brakes on west end. Two brakes on east end.
Freight Trains	Fifteen brakes on west end. Ten brakes on east end.
TUCSON—P.F.E. YARD	
Each cut of cars	Seven brakes on west end.
S. P. tracks Nos. 1 to 11 incl.	Fifteen brakes on west end.

This also applies to P.F.E. tracks if crossings are not cut.

Hand brakes on passenger trains are to be set after engine is spotted for taking oil. If necessary to detach engine after these hand brakes have been released, employe before detaching engine must see that sufficient hand brakes have again been set.

Hand brakes on freight trains must be securely set after train or cut has stopped, unless yardmen immediately take charge and yard engine is coupled to cars. Any employe releasing any of these brakes must set as many others to replace them.

RULE 836. Cars moved from one station to another ahead of engine on descending grade must be chained to the engine. Switching movement on descending grades must be protected by a derail. When practicable engine must be kept on descending grade end of cars.

TRAIN INSPECTION

Engines running light on descending grades must stop for inspection at freight train inspection points.

Freight trains must be inspected at each water stop. When conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection, provided the distance is not over 60 miles, except freight trains and light engines may run between Tucson and Maricopa, and between Aztec and Yuma, for inspection. This does not relieve trainmen, however, from making inspection when stops permit, or whenever it is necessary in the judgment of conductor or engineer. On branch lines distance of 40 miles must not be exceeded, and on descending grade must stop at Cutter.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and time-table instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

Cars bearing placards denoting contents are explosive, inflammable, poisonous or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

AIR BRAKE RULES

RULE 24. Freight trains may pass
Mescal, Eastward
Estrella, Dragoon and Steins, Westward
Pinal, Eastward and Westward
without stopping for purpose of rear end air test if proceed signal is given from rear by trainmen, after complying with Air Brake Rule 4, and air gage indicates required air brake pressure. Speed approaching summit must not exceed 15 MPH.

If proceed signal is not given or received, train must stop and rear end air test be made.

RULE 33. Retainers will be used on grades of 1.4% to 1.5% on freight trains of less than 110 M's per operative brake when necessary in the judgment of conductor and engineer.

On freight trains averaging 110 M's and over on grades of 1.4% to 1.5% and on all freight trains on grades of 1.5% and over, retainers will be used as follows:

Mescal to Benson	1.4%	grade,	One	Retainer	for	each	150 M's
Steins to Mondel	1.4%	"	"	"	"	"	150 M's
Steins to Bawtry	1.4%	"	"	"	"	"	150 M's
Sibyl to Benson	1.4%	"	"	"	"	"	150 M's
Pinal to Globe	2%	"	"	"	"	"	120 M's
Globe to Burch	2%	"	"	"	"	"	120 M's
Live Oak to Miami	3%	"	"	"	"	"	100 M's
Miami to Burch	1.4%	"	"	"	"	"	150 M's
Pinal to Cutter	2.2%	"	"	"	"	"	120 M's

When retainers are used, stops will be made for inspection and to permit heat of wheels to equalize, as follows:

Eastward: Chamiso
Westward: Fenner
Vanar

RULE 38. Gila—When engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear, rear-end air brake test will be made as follows:

On a passenger train after the brake pipe has been charged to standard pressure, the engineer will apply the brakes with a 10-pound reduction, then signal the trainmen by one sound of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gage hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling he will answer with two sounds of the whistle. The trainman will immediately signal by four sounds of the communicating signal to release the brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than 5 pounds below standard pressure, slowly return it to running position, then wait until brake pipe pressure has settled and make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train.

Rule 39.—Running air-brake test not required of eastward passenger trains approaching Crossing—AT&SF Wye.

Incoming passenger enginemen will leave automatic air brakes set on trains at Tucson, Phoenix and Yuma after final stop has been made.

Outgoing enginemen will release brakes on signal from carmen, this signal to be given only after all switching has been done.

RULES 40, 41 and 42. When making a station or other ordinary stop with a passenger train of any length up to 25 cars, close locomotive throttle to drifting position and make an initial brake pipe reduction of 6 pounds. This may be increased by additional reductions as required. When speed has been reduced to approximately 10 miles per hour, close locomotive throttle and place automatic brake valve handle in release position (for example 6 seconds for 15 cars and 10 seconds with 20 cars or more) and recharge the system. Return brake valve handle to running position, retaining not to exceed 10 lbs. of driver brake cylinder pressure. Complete the stop with moderate brake pipe reductions totaling not more than 8 lbs., allowing engine brakes to apply with the train brakes, and hold all brakes applied until the train stops.

For spot stops, as for fuel or water, proceed as outlined in first part of this rule. When the speed has been reduced to approximately 10 miles per hour, close the locomotive throttle, place the automatic brake valve handle in release position and recharge the system. Return the automatic brake valve handle to running position, retaining not to exceed 10 lbs. of driver brake cylinder pressure. The stop may be completed with the Independent Brake Valve, using the required locomotive brake cylinder pressure and avoiding slack action due to rapid increase or decrease of engine brake cylinder pressures.

On heavy ascending grades the train may be pulled to a stop without the use of brakes.

Passenger trains of more than 25 cars must be handled under freight trains rules.

MISCELLANEOUS

1. Wellton, Aztec, Sentinel, Gila, Casa Grande, Florence, Hayden Jct., Benson, and San Simon, water for engine purposes is treated and must not be taken for domestic use except as follows:

Aztec, water rack, or by closing valve between treater and water column.

Sentinel, water rack and east water column.

Hayden Jct., by closing valve between treater and water column.

Benson, either of the two columns at station, by first opening switch in box on outside of freight house.

When filling water cars for domestic purposes at Hayden Jct. and Benson, after closing valve between treater and water column, fill engine tank to drain line of treated water before filling water cars.

Aztec, westward freight trains take water when possible and take water at Sentinel only when it will avoid delay west of there.

Sentinel, eastward freight trains take water and fill water car, and take water at Aztec only when necessary or when it will avoid delay at Sentinel.

Saddle, emergency water station, take only enough water to reach next water station.

Maricopa, eastward and westward freight trains take water, and if necessary, fill water car.

Benson, when business is heavy, westward freight trains and light engines take water at columns at station, to avoid shortage in east tank.

Sibyl, westward identified and other important freight trains may take water if it will avoid stopping at Benson. Other freight trains and light engines will not take water except in case of emergency, and then only sufficient to reach Benson.

Nogales Branch, water station MP 1029.6.

In all cases where it is necessary to make a short move with heavy freight train to reach water or oil column, including that required to spot second engine of double-headed train, engine must be cut off before spotting at column.

4. One helper as restricted Par. 4(b) and 4(g) may be placed behind caboose if of steel underframe construction and cars ahead of caboose are not rear end cars; helper placed ahead of caboose must be ahead of rear end cars.

Road engines double-heading or helper engine may be placed on head end of freight train when tonnage does not exceed 75 per cent of the total rating of both engines.

In helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

When helper engines are used in rear of freight trains, consolidation and lighter class must be placed behind heavier class.

Engines must not be cut off or coupled to a train while same is in motion.

4(a). For the purpose of pushing trains out of yards:

No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or uncoupling lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

5. Litchfield, gate at entrance Airplane Spur is locked with Government lock, and to gain entrance it will be necessary for engineer to sound a long and short blast of steam whistle and the watchman on duty will take care of the opening and closing of the gate.

Litchfield Park, Boswell Spur is protected by gate, which must be kept closed and locked when not in use.

Tovrea, entrance to Tovrea Packing Co. plant is protected by gates, which must be kept closed and locked when not in use. Look out for rubbish and material alongside tracks around plant.

Hayden, entrance to Kennecott Copper Corp'n plant is protected by gate, which must be closed and locked at night.

Coolidge, cars must not be detached in motion to Indian Service spur. Gate at entrance must be kept closed and locked when not in use.

Tucson, P. F. E. yard, look out for ice and rubbish alongside P. F. E. tracks.

Willcox, look out for bedding sand between tracks 2 and 3.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station. If no siding it is distance to points where time applies.

10. ENGINES HEAVIER THAN THOSE SHOWN MUST NOT OPERATE ON FOLLOWING LINES OR TRACKS:

Mk 2, 4, 5 & 6 CLASS

Creamery Branch.	
Tempe Branch sidings and spurs.	
Tempe	Tempe Milling Co., Phoenix Mill and gravel pit spurs. Tracks 2 and 3.
Mesa	McKellips, Standard Oil, and Texas Oil spurs. Shell Oil and Independent Cotton & Oil Co. spurs. Mutual Cotton Oil spur. Union Oil Co. spur. Mesa Milling Co. spur.
Christmas Branch.	
Nogales Branch.	
Globe Branch.	

C 8, 9, 10 & P CLASS

Kendall	River track east of spur.
Creamery Branch	Siding.
Creamery	Track east of Creamery plant.
Magma	Spur.
Christmas Branch	Between Winkelman and Christmas.

Engines must not use:

Spurs: Buckeye, Seaside Oil Co.; Burns.

Between Price and Christmas look out for rock and land slides.

Between MP 1184 and MP 1196, Globe Branch, look out for rock and land slides.

11. Phoenix, freight trains will use freight lead between Signal P-9052 and west end of double track.

Phoenix, Santa Fe and Southern Pacific trains may jointly use tracks at east and west end of Union Station. Yard and light engines must take every precaution possible to avoid delaying first-class trains on all tracks within Union Station zone. Trains will approach switch at entrance to Union Station tracks prepared to stop and will proceed only when track is known to be clear.

Bowie, No. 5 track in west yard must be kept clear for through movement.

15. Yuma, eastward freight trains must not pass Signal 7328 and westward trains, except first-class must not pass Signal 7341 without receiving proceed signal from yardman, using white flag by day and green light by night.

Tucson, westward freight trains must not pass Signal 9875 or first crossover switch west of Signal 9851 without proceed signal from yardman, using white flag by day and green light by night.

Eastward freight trains, before entering train yard, after passing Sixth Avenue interlocking, must receive proceed signal from yardman, using white flag by day and green light by night.

Westward trains must not pass east crossover switch opposite light Signal 9838 located just east of Tucson yard office, without proceed signal from yardman, unless this switch is lined for movement on Passenger track No. 1.

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

Baggage, express, mail, refrigerators or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels.

When necessary to handle passenger equipment, except official cars in freight trains, it must be placed next to caboose, provided rear-end freight cars in train will permit.

25. Electric lanterns may be used for displaying white light only, except may be used by herders for displaying green lights.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employes are warned that it is dangerous to ride on top or sides of cars while passing these points and that they must protect themselves from injury.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

MILE POST	DESCRIPTION	
733.0	Yuma, ice platform	Side
778.0	Gila River bridge	Side
891.0	Agua Fria River bridge	Side
907.0	Phoenix, ice platform	Side
913.4	Tempe. Water User's spur	Overhead and Side
914.0	Salt River bridge	Side
914.4	Tempe, Tempe Milling Co. spur	Side
921.8	Mesa, Texas Oil Co., Drew's spur and ice platform	Side
959.3	Gila River bridge	Side
972.4	Tunnel No. 1 (Christmas Branch)	Overhead and Side
972.5	Gila River bridge (Christmas Branch)	Side
975.4	Rock cut (Christmas Branch)	Side
985.3	Gila River bridge (Christmas Branch)	Side
987.8	Ray Junction, water tank spout	Overhead and Side
988.5	Tunnel No. 2 (Christmas Branch)	Overhead and Side
990.0	Tunnel No. 3 (Christmas Branch)	Overhead and Side
1003.5	Winkelman, ore bins	Side
1007.0	Finney, ore chute	Side
1009.2	Tunnel No. 4 (Christmas Branch)	Overhead and Side
984.2	Tucson, ice platform	Side
1029.6	Tubac, water tank spout	Overhead and Side
1049.8	Nogales, ice platform	Side
1008.1	Cienega Creek bridge	Side
1033.6	San Pedro River bridge	Side
1114.2	San Simon, water tank spout	Overhead and Side
1201.0	San Carlos, water tank and spout	Overhead and Side

SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager
Yuma	Dr. W. A. Phillips	District Examiner and Surgeon
Yuma	Dr. C. W. Cain	Asst. District Surgeon
Yuma	Dr. J. H. Sturges	Oculist
Buckeye	Dr. G. C. Rubel	District Surgeon
Litchfield	Dr. R. L. Penn	District Surgeon
Phoenix	Dr. A. M. Tuthill	District Examiner and Surgeon
Phoenix	Dr. J. E. Drane	Asst. District Surgeon
Phoenix	Dr. N. A. Ross	Asst. District Surgeon
Phoenix	Dr. R. H. Stevens	Asst. District Surgeon
Phoenix	Dr. S. R. Caniglia	Asst. District Surgeon
Phoenix	Dr. D. F. Harbridge	Oculist
Phoenix	Dr. W. A. Schwartz	Aurist
Phoenix	Dr. B. L. Melton	Associate Aurist
Phoenix	Dr. R. F. Palmer	Consulting Physician and Surgeon
Tempe	Dr. R. J. Stroud	District Surgeon
Mesa	Dr. W. S. Sharp	District Surgeon
Chandler	Dr. J. M. Meason	District Surgeon
Chandler	Dr. A. G. Rice	Asst. District Surgeon
Coolidge	Dr. G. S. Walker	Emergency Surgeon
Gilbert	Dr. L. M. Tompkins	Emergency Surgeon
Florence	Dr. G. E. Huffman	District Surgeon
Ray	Dr. O. E. Utzinger	District Surgeon
Hayden	Dr. C. B. Huestis	District Surgeon
Gila	Dr. M. H. Axline	District Examiner and Surgeon
Casa Grande	Dr. J. E. Redden	District Surgeon
Tucson	Dr. C. A. Thomas	Assistant to Chief Surgeon and Exam.
Tucson	Dr. R. C. Dryer	District Surgeon
Tucson	Dr. N. K. Thomas	Division Surgeon
Tucson	Dr. C. C. Whittle	Aurist and Oculist
Nogales	Dr. J. S. Gonzales	District Examiner and Surgeon
Nogales	Dr. C. S. Smith	Oculist and Aurist
Benson	Dr. A. N. Shoun	District Examiner and Surgeon
Willcox	Dr. J. C. Wilson	District Surgeon
Willcox	Dr. B. E. Briscoe	District Surgeon
Bowie	Dr. F. W. Parrish	District Examiner and Surgeon
Lordsburg	Dr. C. B. Austin	District Surgeon
Safford	Dr. J. N. Stratton	District Surgeon
Safford	Dr. F. W. Butler	Asst. District Surgeon
San Carlos	Dr. J. I. Sackler	District Surgeon
Globe	Dr. C. Gunter	District Examiner and Surgeon
Miami	Dr. C. M. Cron	District Surgeon
Miami	Dr. I. E. Harris	Asst. District Surgeon
Miami	Dr. W. B. Watts	Asst. District Surgeon

HOSPITALS

General Hospital	San Francisco, Calif.
Division—St. Joseph's Hospital	Phoenix, Ariz.
Division—St. Mary's Hospital	Tucson, Ariz.
Emergency Hospital	Tucson, Ariz.
Emergency Hospital	Gila, Ariz.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTIONS AS SHOWN IN SPEED RESTRICTIONS TABLE

Maximum speed for SP-1-2-3 not cross counter-balanced, C-15-17-32, Mk-10-11 and MM-3 class engines 35 MPH when handling Freight and Mixed Trains.

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted Freight and Mixed Trains and Light Engines.

Maximum speed for DES class engines handling train, 30 MPH, but must not exceed speed permitted Freight and Mixed Trains and Light Engines.

Maximum speed for Gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling Passenger Trains.

Engines backing must not exceed 15 MPH on all curves, and when approaching road crossings at grade.

Engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Maximum speed (in MPH) of disabled engines (except S or SE class), running under own steam or hauled in train must not exceed:

When all the weight has been removed from any one pair of drivers	20
When all the weight has been removed from only one wheel of any pair of drivers	30
When engine truck is removed	20
When main rod only is removed	30
When side rod only is removed	30
When both main and side rods are removed	20
When hauled in train, all rods on	30
Class S and SE engines, under all conditions	20

When an engine has broken main axle and is in condition to be moved, engine should be detached from train and run light to next siding, not exceeding eight miles per hour.

If unable to place engine on siding, then it should be left between switches of siding on main track and proper protection provided.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT

PAGE	TYPE OF ENGINE—TERRITORY—STRUCTURE—LADING, ETC.	M.P.H.
	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels;	
2-3-4	On tangent main tracks	35
5-7	except SPMW 4044	25
4-5-6	On tangent branch tracks	25
All	On all curves.... 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
2-3-4-5-7	On tangent main tracks	20
All	On curves and on branch tracks	15
	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
2-3-4-5-7	On tangent main tracks	25
All	On curves and on branch tracks	15
All	Trains handling steel pile-drivers may make maximum freight train speed.	
	Trains handling relief outfit with steam derrick:	
2-3-4-5-7	On tangent main tracks	35
4-5-6	On tangent branch tracks	25
All	On all curves..... 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	

Trains with passenger equipment handling steel-wheel box cars, commonly known as PMT cars or foreign line steel-wheel box cars equipped for movement in passenger trains or trains consisting wholly of steel-wheel box cars, except those equipped with high speed trucks, must not exceed 60 MPH.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains. Speed of trains handling such cars restricted to 40 MPH.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	WITH CAUTION NOT EXCEEDING MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:	15
On P.F.E. yard tracks 1 to 6 inc., Tucson	10
Through any crossover, turnout or slip-switch with engine backing	10

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER														
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26 -32 -37 -40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP (if CCB*) Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB*)	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	DES C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	DES E T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
2	Yuma yard, west and east switches	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
2	Yuma, east switch - End of double track, East Yard	60	60	60	50	50	40	40	35	40	45	40	35	30	30	25
2	East Yard, end of double track - M.P. 739.65	50	50	50	50	50	40	40	35	35	45	40	35	30	30	25
2	M.P. 739.65 - 741.32	65	65	60	55	50	40	40	35	40	45	40	35	30	30	25
2	M.P. 741.32 - 748.58	50	50	50	50	50	40	40	35	35	45	40	35	30	30	25
2	M.P. 748.58 - 755.12	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
2	M.P. 755.12 - 762.88	50	50	50	50	50	40	40	35	35	45	40	35	30	30	25
2	M.P. 762.88 - Wellton, west interlocking limit	60	60	60	50	50	40	40	35	40	45	40	35	30	30	25
2	Wellton, west interlocking limit - M.P. 766 (Westward track)	50	50	50	50	50	40	40	35	35	45	40	35	30	30	25
2	Wellton, east crossovers	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20
2	Wellton, east interlocking limit - M.P. 776.36	60	60	60	50	50	40	40	35	40	45	40	35	30	30	25
2	M.P. 776.36 - 777.78	50	50	50	50	50	40	40	35	35	45	40	35	30	30	25
2	M.P. 777.78 - 845.94	60	60	60	50	50	40	40	35	40	45	40	35	30	30	25
2	M.P. 845.94 - 847.28	50	50	50	50	50	40	40	35	35	45	40	35	30	30	25
2	M.P. 847.28 - 887.42	60	60	60	50	50	40	40	35	40	45	40	35	30	30	25
2	M.P. 887.42 - 887.61	50	50	50	50	50	40	40	35	35	45	40	35	30	30	25
2	M.P. 887.61 - 890.53	60	60	60	50	50	40	40	35	40	45	40	35	30	30	25
4	Litchfield Branch	20	20	20	20	20	20	20	20	20	20	20	20	20	15	15
2	M.P. 890.53 - 890.78	50	50	50	50	50	40	40	35	35	45	40	35	30	30	25
2	M.P. 890.78 - 893.54	60	60	60	50	50	40	40	35	40	45	40	35	30	30	25
2	M.P. 893-54 - 894.48	50	50	50	50	50	40	40	35	35	45	40	35	30	30	25
2	M.P. 894.48 - Phoenix, Signal 9048	60	60	60	50	50	40	40	35	40	45	40	35	30	30	25
2, 3	Phoenix, Signal 9048 - M.P. 907.90	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
3	Phoenix Yard Limit - Kendall (second main track)	25	25	25	25	25	25	25	25	25	25	25	25	25	25	20
3	Phoenix, M.P. 907.90 - 912.74	60	60	60	50	50	40	40	35	40	45	40	35	30	30	25
3	M.P. 912.74 - 913.12	40	40	40	40	40	40	40	35	30	40	40	35	30	30	25
3	M.P. 913.12 - 913.77	50	50	50	50	50	40	40	35	35	45	40	35	30	30	25
3	M.P. 913.77 - Tempe, west City Limit	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
6	Creamery Branch	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
3	Tempe, east City Limit, M.P. 915.31 - 915.79	40	40	40	40	40	40	40	35	25	40	40	25	25	25	20
6	Tempe Branch	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
3	M.P. 915.79 - 920.86	60	60	60	50	50	40	40	35	40	45	40	35	30	30	25
3	M.P. 920.86 - Mesa, west switch	40	40	40	40	40	40	40	35	25	40	40	25	25	25	20
3	Mesa, west switch - east wye switch	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20
3	Mesa, east wye switch - M.P. 924.12	60	60	60	50	50	40	40	35	40	45	40	35	30	30	25
3	M.P. 924.12 - 927.69	50	50	50	50	50	40	40	35	35	45	40	35	30	30	25
3	M.P. 927.69 - Chandler, west City Limit	60	60	60	50	50	40	40	35	40	45	40	35	30	30	25
3	Chandler, east City Limit - M.P. 945.49	60	60	60	50	50	40	40	35	40	45	40	35	30	30	25
3	M.P. 945.49 - 946.78	50	50	50	50	50	40	40	35	35	45	40	35	30	30	25
3	M.P. 946.78 - Picacho, west wye switch	60	60	60	50	50	40	40	35	40	45	40	35	30	30	25
3	Picacho, west wye switch - Crossover, Phoenix Line	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
3	Picacho crossover, Phoenix Line to Gila Line	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20
3	Picacho Crossover - Signal 9369	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
3	Picacho Signal 9369 - M.P. 938	60	60	60	50	50	40	40	35	40	45	40	35	30	30	25
3	M.P. 938 - 979.7	65	65	60	50	50	40	40	35	40	45	40	35	30	30	25
3	M.P. 979.7 - Signal 9828	50	50	50	50	50	40	40	35	35	45	40	35	30	30	25
3, 7	Tucson yard, Signal 9828 - M.P. 985	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20

*List of CCB (cross counter-balanced) engines:

All P-8 class, except eng. 2470;
F-1 class: 3611, 3612, 3615, 3619, 3625, 3634, 3636, 3643, 3652;
F-3 class: 3654, 3656, 3658, 3661, 3665, 3666;
F-4 class: 3668, 3676, 3677, 3681, 3682, 3683, 3684, 3685, 3687, 3692, 3701, 3705, 3706, 3709, 3711, 3716, 3717;
F-5 class: 3727, 3728, 3732, 3737, 3742, 3752, 3760, 3764, 3765, 3767;
AC-6 class: 4130, 4135, 4142, 4143, 4150;
SP-1 class: 5003, 5006, 5009, 5011, 5013;
SP-2 class: 5021, 5028, 5033;
SP-3 class: 5039, 5041.

SPEED OF TRAINS REGULATED BY ORDINANCES THROUGH CITY LIMITS

PAGE	STATION	MPH
2	Yuma over street crossings	5
3	Tempe	20
3	Chandler	20
5	Casa Grande	40
6	Nogales	20
6	Safford	15
6	Pima	25
7	Willcox	40

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to Maximum speed shown for Freight and Mixed trains if less that 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER														
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP (if CCB*) Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4 TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB*)	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	DES C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	DES E T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
4	Wellton, east crossovers	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20
4	Wellton, east frogs	35	35	35	35	35	35	35	35	35	35	35	35	30	30	25
4	Wellton, east interlocking limit - M.P. 772.06	50	50	50	50	50	45	40	35	35	45	35	35	30	30	25
4	M.P. 772.06 - 772.78	60	60	60	55	50	45	40	35	40	45	35	35	30	30	25
4	M.P. 772.78 - 792.50	65	65	60	55	50	45	40	35	40	45	35	35	30	30	25
4	M.P. 792.50 - 794.03	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
4	M.P. 794.03 - 795	50	50	50	50	50	45	40	35	35	45	35	35	30	30	25
4	M.P. 795 - 800	65	65	60	55	50	45	40	35	40	45	35	35	30	30	25
4	M.P. 800 - 813	50	50	50	50	50	45	40	35	35	45	35	35	30	30	25
4	M.P. 813 - 817	65	65	60	55	50	45	40	35	40	45	35	35	30	30	25
4	M.P. 817 - 823.61	50	50	50	50	50	45	40	35	35	45	35	35	30	30	25
4	M.P. 823.61 - 825.18	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
4	M.P. 825.18 - Gila, west switch	65	65	60	55	50	45	40	35	40	45	35	35	30	30	25
4-5	Gila yard, west and east switches	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
5	Gila, east switch - M.P. 866.98	65	65	60	55	50	45	40	35	40	45	35	35	30	30	25
5	M.P. 866.98 - 867.85	50	50	50	50	50	45	40	35	35	45	35	35	30	30	25
5	M.P. 867.85 - 870.12	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
5	M.P. 870.12 - 874.48	50	50	50	50	50	45	40	35	35	45	35	35	30	30	25
5	M.P. 874.48 - 886.36	65	65	60	55	50	45	40	35	40	45	35	35	30	30	25
5	M.P. 886.36 - 898	50	50	50	50	50	45	40	35	35	45	35	35	30	30	25
5	M.P. 898 - 902	65	65	60	55	50	45	40	35	40	45	35	35	30	30	25
5	M.P. 902 - Casa Grande, west City Limit	60	60	60	55	50	45	40	35	40	45	35	35	30	30	25
5	Casa Grande, east City Limit - Signal 9366, Picacho	60	60	60	55	50	45	40	35	40	45	35	35	30	30	25
5	Picacho, Signal 9366 - Crossover	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
7	Tucson yard, Track No. 1, signals 9883 - 9851									20	20	20	20	20	20	20
7	Tucson, M.P. 985 - 991	50	50	50	50	50	45	40	35	35	45	35	35	30	30	25
7	M.P. 991 - 997	65	65	60	55	50	45	40	35	40	45	35	35	30	30	25
7	M.P. 997 - 1004.27	50	50	50	50	50	45	40	35	35	45	35	35	30	30	25
7	M.P. 1004.27 - 1010.36	30	30	30	30	30	30	30	30	25	25	25	25	25	25	25
7	M.P. 1010.36 - 1012.62	50	50	50	50	50	45	40	35	35	45	35	35	30	30	25
7	M.P. 1012.62 - 1014	30	30	30	30	30	30	30	30	25	25	25	25	25	25	25
7	M.P. 1014 - 1016.77	50	50	50	50	50	45	40	35	35	45	35	35	30	30	25
7	M.P. 1016.77 - 1018.08	30	30	30	30	30	30	30	30	25	25	25	25	25	25	25
7	M.P. 1018.08 - Mescal, west interlocking limit	40	40	40	40	40	45	40	35	30	40	30	30	30	30	25
7	Mescal interlocking, through crossovers to R. G. Div.	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
7	Mescal, east interlocking limit - M.P. 1026	50	50	50	50	50	45	40	35	35	45	35	35	30	30	25
7	M.P. 1026 - 1029	65	65	60	55	50	45	40	35	40	45	35	35	30	30	25
7	M.P. 1029 - 1030.86	50	50	50	50	50	45	40	35	35	45	35	35	30	30	25
7	M.P. 1030.86 - Benson, west switch	40	40	40	40	40	45	40	35	30	40	30	30	30	30	25
7	Benson yard, west and east switches	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
7	Benson, east switch - M.P. 1036.96	50	50	50	50	50	45	40	35	35	45	35	35	30	30	25
7	M.P. 1036.96 - 1040.78	30	30	30	30	30	30	30	30	25	25	25	25	25	25	25
7	M.P. 1040.78 - 1044.50	45	45	45	45	45	45	40	35	30	45	30	30	30	30	25
7	M.P. 1044.50 - 1045.14	30	30	30	30	30	30	30	30	25	25	25	25	25	25	25
7	M.P. 1045.14 - 1052.36	40	40	40	40	40	40	40	35	30	40	30	30	30	30	25
7	M.P. 1052.36 - 1058	50	50	50	50	50	45	40	35	35	45	35	35	30	30	25
7	M.P. 1058 - Willcox, west City Limit	65	65	60	55	50	45	40	35	40	45	35	35	30	30	25
7	Willcox, east City Limit - M.P. 1076	60	60	60	50	50	45	40	35	40	45	35	35	30	30	25
7	M.P. 1076 - 1080	65	65	60	55	50	45	40	35	40	45	35	35	30	30	25
7	M.P. 1080 - 1084.42	60	60	60	55	50	45	40	35	40	45	35	35	30	30	25
7	M.P. 1084.42 - 1094.62	50	50	50	50	50	45	40	35	35	45	35	35	30	30	25
7	M.P. 1094.62 - Bowie, west switch	60	60	60	55	50	45	40	35	40	45	35	35	30	30	25
7	Bowie yard, west and east switches	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
7	Bowie, east switch - M.P. 1121	65	65	60	55	50	45	40	35	40	45	35	35	30	30	25
7	M.P. 1121 - 1122.51	50	50	50	50	50	45	40	35	35	45	35	35	30	30	25
7	M.P. 1122.51 - 1122.60	40	40	40	40	40	45	40	35	30	40	30	30	30	30	25
7	M.P. 1122.60 - 1124.44	50	50	50	50	50	45	40	35	35	45	35	35	30	30	25
7	M.P. 1124.44 - 1128.68	30	30	30	30	30	30	30	30	25	25	25	25	25	25	25
7	M.P. 1128.68 - Lordsburg	65	65	60	55	50	45	40	35	40	45	35	35	30	30	25

Page No.	TERRITORY	PASSENGER		FREIGHT	LIGHT ENGINES RUNNING FORWARD		ENGINE BACKING WITH TRAIN OR LIGHT
		Maximum	Gas-electric M-4-6-9-11 T-37 C-8-9-10 Mk-2-4-5-6-7-8-9	Freight and Mixed Maximum	M T-37 C-8-9-10 Mk-5-6-7-8-9	Mk-2-4	
5	Christmas Branch, except	40		30			
5	M.P. 923.89 - 924.08	35	35	25	35	30	20
5	M.P. 924.08 - 955.93	40	40	30	35	30	20
5	M.P. 955.93 - 956.07	35	35	25	35	30	20
5	M.P. 956.07 - 964.28	40	40	30	35	30	20
5	M.P. 964.28 - 964.54	30	30	20	30	30	20
5	M.P. 964.54 - 968.79	40	40	30	35	30	20
5	M.P. 968.79 - 972.07	30	30	30	30	30	20
5	M.P. 972.07 - 972.15	15	15	15	15	15	15
5	M.P. 972.15 - 974.12	30	30	25	30	30	20
5	M.P. 974.12 - 974.20	15	15	15	15	15	15
5	M.P. 974.20 - 975.34	30	30	30	30	30	20
5	M.P. 975.34 - 975.48	15	15	15	15	15	15
5	M.P. 975.48 - 976.21	30	30	30	30	30	20
5	M.P. 976.21 - 976.36	20	20	20	20	20	20
5	M.P. 976.36 - 980.35	30	30	25	30	30	20
5	M.P. 980.35 - 980.41	15	15	15	15	15	15
5	M.P. 980.41 - 980.97	30	30	25	30	30	20
5	M.P. 980.97 - 981.03	25	25	25	25	25	20
5	M.P. 981.03 - 981.70	30	30	30	30	30	20
5	M.P. 981.70 - 981.78	25	25	25	25	25	20
5	M.P. 981.78 - 983.27	30	30	25	30	30	20
5	M.P. 983.27 - 987.43	25	25	25	25	25	20
5	Ray Jct. yard, M.P. 987.43 - 988.24	15	15	15	15	15	15
5	M.P. 988.24 - 999.53	30	30	25	30	30	20
5	Hayden Jct. yard, M.P. 999.53 - 1000.64	15	15	15	15	15	15
5	M.P. 1000.64 - Christmas	10	10	10	10	10	10
6	Nogales Branch, except	35		25			
6	Tucson yd. M.P. 984 - 986.88	20	20	20	20	20	20
6	M.P. 986.88 - Nogales	35	35	25	25	25	20
6	Nogales yard limits	20	20	20	20	20	20

		Gas-electric	M-6 T-37	C-8-9-10				
6	Globe Branch, except	40	35	30	30			
6	Bowie yard limits	30	30	30	30	30	30	20
6	Bowie east yard limit - M.P. 1126.12	40	35	30	30	30	25	20
6	M.P. 1126.12 - 1126.43	30	30	30	30	30	25	20
6	M.P. 1126.43 - Safford west yard limit	40	35	30	30	30	25	20
6	Safford yard limits	15	15	15	15	15	15	15
6	Safford east yard limit - Pima west city limit	40	35	30	30	30	25	20
6	Pima east city limit - M.P. 1178.03	40	35	30	30	30	25	20
6	M.P. 1178.03 - 1178.17	30	30	30	25	30	25	20
6	M.P. 1178.17 - 1183.7	40	35	30	30	30	25	20
6	M.P. 1183.7 - 1195	30	30	30	20	20	20	20
6	M.P. 1195 - 1207.01	30	30	30	25	30	25	20
6	M.P. 1207.01 - 1217.52	40	35	30	30	30	25	20
6	M.P. 1217.52 - 1218.78	25	25	25	20	25	20	15
6	M.P. 1218.78 - 1220.59	40	35	30	30	30	25	20
6	Globe yard limits, M.P. 1220.59 - 1223.09 except	15	15	15	15	15	15	15
	Broad St. Crossing	6	6	6	6	6	6	6
6	M.P. 1223.09 - 1231.18	20	20	20	20	20	20	15
6	Miami yard limits	15	15	15	15	15	15	15
6	Inspiration Jct. - Live Oak	10	10	10	10	10	10	10

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED All-Steel	NOT AIR-CONDITIONED Steel Underframe	AIR-CONDITIONED All-Steel Cooling Season	AIR-CONDITIONED All-Steel Heating Season
Baggage—60 ft.	93,070			
" —66 ft.	127,610			
" —70 ft.	122,620			
" —70 ft. (With Auto. End Door)	125,800			
" —(Dynamo)	98,730			
"		87,120		
Baggage & Mail—60 ft.	103,620			
" " " —69 ft.	124,760			
" " " —70 ft.	129,140			
" " "		103,590		
" " Passenger	108,675	112,640		
Express Refr.—N. P. Ry		74,000		
" " —A. R. E. No. 40- 154		78,000		
" " — " " 155- 224		89,000		
" " — " " 500- 506		110,000		
" " — " " 1101-1175		85,000		
" " —P. F. E. " 500- 799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
" " —60 ft.	105,120			
Assembly (ACW)			168,950	168,950
Club (ACI)	146,210	122,300	172,200	164,700
Official (NAC)	170,700	155,370		
" ......(ACW) Cars 107-128			182,800	182,800
" ......(ACW) " 140-141			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
" —72 ft. (ACI)			165,000	157,800
" —72 ft. (ACW)			158,700	158,700
" —Streamline—Single (ACS)			120,900	104,500
" — " —Art (ACS)			205,400	172,600
" —74 ft. (ACI)			180,915	173,125
" —74 ft. (ACS)			197,944	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130,100
" —70 ft. (ACI)	137,640		157,800	151,000
" —70 ft. (ACW)	137,640		151,000	151,000
" —72 ft. (ACI)			164,500	157,400
" —72 ft. (ACW)			153,500	153,500
" —73 ft. 6 in. (ACW)			163,000	163,000
" —73 ft. 6 in. (ACI)			168,500	161,200
" —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
" " —Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000#
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
" (ACW)			156,000	156,000
Diner —70 ft.		135,930		
" —72 ft.	155,330	146,930		
" —77 ft. (Arch Roof)..(ACI)	156,000		170,100	162,700
" —77 ft. (" ")..(ACW)			162,950	162,950
" —77 ft. (Clere Story Roof)..(ACW)		165,530	169,450	169,450
" —77 ft. (" " ")..(ACM)			189,581	173,836
" —79 ft. (NAC)	169,100			
" —80 ft. (Clere Story Roof)..(ACM)			201,323	184,700
Lounge (" " ")..(ACI)			189,800	181,630
" ......(Arch Roof) (ACI)			167,500	160,300
" ......(" ") (ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
" —77 ft (ACI)			194,543	186,166
"		141,870		
Pullman-Observation (ACI)	160,800	153,000	177,314	169,200
" " (ACM)	160,800	153,000	192,300	176,300
" " Lounge (ACM)	171,200		194,900	178,900
" " " (ACI)	171,200		187,682	179,600
" —Bedroom (ACI)	167,600		183,920	176,000
" — " (ACM)	167,600		195,800	179,800
" —Sleeper (ACM)	163,100		191,100	175,100
" — " (ACI)	163,100		180,075	171,500
" —Tourist (ACM)	153,000		185,200	169,200
" — " (ACI)	153,000		168,663	161,400
Arizona Limited—(7 cars) (ACM)			1,020,800	980,800
Rail, Gas-Electric—400 H.P.	158,400			
" " " —600 H.P.	167,200			

#Steel underframe.

CODE:

NAC—Non-Air Conditioned.
ACI —Air-Conditioned—Ice.
ACM—Air-Conditioned—Mechanical.
ACW—Air-Conditioned—Waukesha.
ACS —Air-Conditioned—Steam Ejector

RATING OF ENGINES—TUCSON DIVISION

IN M'S OF 1,000 LBS. BACK OF TENDER

Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Yuma to East Yard Pembroke to Mohawk Lava to Sentinel	East Yard to Pembroke Mohawk to Lava Sentinel to Gila Maricopa to Tucson Wellton to Saddle 2 M. W. of Gillespie to Picacho	Gila to Estrella Saddle to 2 M. W. of Gillespie	Estrella to Maricopa Tucson to Maricopa Estrella to Kim Mohawk to Blaisdell Fortuna to Yuma Picacho to 2 M. E. of Crag 2 M. W. of Gillespie to Wellton	Maricopa to Estrella Blaisdell to Fortuna 2 M. E. of Crag to 2 M. W. of Gillespie	Kim to Mohawk	McQueen to Christmas	Christmas to McQueen	Tuscon to Calabasas	Calabasas to Nogales	Nogales to Tucson
M-4	M-63 20/28 126, 135-S	1617 to 1713	190	2550	2900	1900	4300	2900	2100	3150	3750			
M-6, 8	M-63 21/28 150-S, 159-SF	1721 to 1803, 1823 to 1825	200	3050	3600	2250	5000	3600	2500					
M-9	M-63 21/28 150-S, 162-SF	1804 to 1822, 1826 to 1830, 1836	210	3250	3800	2400	5300	3800	2650	4100	4900			
M-11	M-63 22/28 153-S, 162-SF	1832 to 1835	200	3350	3950	2500	5500	3950	2750	4250	5100			
T-37	T-70 24/26 146-S	2105, 2106	175	3100	3700	2300	5200	3700	2550	3700	4400	3100	2350	3700
P-1, 3, 5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	2800	3300	2000	4650	3300	2250					
C-8, 9, 10	C-57 22/30 192-S, 200-SF	2513 to 2599, 2698 to 2860	210	3900	4600	2900	6500	4600	3250	4700	5600	3750	3000	5100
P-12	P-73 26/28 189-SF	3120 to 3129	205	4000	4700	2900	6700	4700	3300					
Mk-2, 4	Mk-57 23½/30 206-S, 230-SF	3201 to 3240	210	4500	5200	3300	7300	5200	3600	5650	6750	4300	3300	5900
Mk-5, 6	Mk-63 26/28 210-S, 233-SF	3241 to 3277	210	5000	5750	3600	8100	5750	4000	6100	7300	4600	3700	6500
Mk-7, 8, 9	Mk-63 27/30 247-S, 257-SF	3300 to 3324	205	5500	6350	4000	8900	6350	4500					
F-1	F-63 27½/32 273-S, 282-SF	3600 to 3652	200	5700	6700	4200	9300	6700	4700					
F-3	F-63 29½/32 297-S, 300-SF	3653 to 3667	200	6500	7600	4800	10800	7600	5400					
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3769	200	6700	8000	5000	11500	8000	5600					
F-4, 5	F-63 29½/32 306/B-62-SF													
AC-7, 8, 10, 11	AC-63 $\frac{24-24}{32}$ 515-SF, 532-SF	4151 to 4244	250	10500	12000	8000	14000	12000	8800					
Mt-1, 3, 4, 5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	5400	6400	3850	9000	6400	4350					
Mt-2	Mt-73 28/30 262-SF	4385 to 4390	225	5600	6600	4000	9300	6600	4500					
GS-4	GS-80 25½/32 276/B-118-SF	4430 to 4459	300	6000	7000	4300	9700	7000	4800					
GS-5	GS-80 25½/32 279/B-122-SF													
SP-1	SP-63 $\frac{25}{28-32}$ 316/B-60-SF	5000 to 5048	225	7600	8800	5600	12500	8800	6200					
SP-2, 3	SP-63 $\frac{25}{28-32}$ 317/B-61-SF													
Allowance for empty and underloaded cars		Less than 45 Ms allow 6 Ms. 45 Ms to 55 Ms allow 3 Ms. More than 55 Ms allow 0 Ms.												

SPEED TABLE

SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08
8	7.30	26	2.18	40	1.30	54	1.06
10	6.00	27	2.13	41	1.27	55	1.05
12	5.00	28	2.08	42	1.25	56	1.04
15	4.00	29	2.04	43	1.23	57	1.03
16	3.45	30	2.00	44	1.21	58	1.02
17	3.31	31	1.56	45	1.20	59	1.01
18	3.20	32	1.52	46	1.18	60	1.00
19	3.09	33	1.49	47	1.16	61	.59
20	3.00	34	1.45	48	1.15	62	.58
21	2.51	35	1.42	49	1.13	63	.57
22	2.43	36	1.40	50	1.12	64	.56
23	2.36	37	1.37	51	1.10	65	.55
24	2.30	38	1.34	52	1.09		

DIVISION MILEAGE

Main Lines

Yuma to Lordsburg	S. P. R. R.		412.60	
Tucson to South Yard Junction	E. P. & S. W. R. R.		7.69	
Wellton to Picacho, via Phoenix	A. E. R. R.	195.88		
	S. P. Co.	13.10		
	S. P. R. R.	.03	209.01	
Total Main Lines				629.3

Branches

Benson-Fairbank	S P. R. R.	At Benson		.64	
Christmas	S. P. Co.	McQueen to Winkelman	74.40		
	A. E. R. R.	Erman to Christmas	12.26		
	K. C. C.	Hayden Jct. to Hayden	.32	86.98	
Creamery	A. E. R. R.	At Tempe	.47		
	S. P. Co.	Tempe to Normal Jct.	1.72	2.19	
Globe	A. E. R. R.	Bowie to Inspiration Jct.		136.14	
Litchfield	A. E. R. R.	Litchfield to Litchfield Park		4.92	
Nogales	S. P. R. R.	Tucson to Nogales		65.79	
Tempe	A. E. R. R.	Tempe Jct. to West Chandler		8.73	
Yuma Valley	Yuma Valley R. R.	Yuma to Somerton		15.00	
Total Branches					320.39
Total					949.69

RATING OF ENGINES—TUCSON DIVISION—Continued

IN Ms OF 1,000 LBS. BACK OF TENDER

				EASTWARD				WESTWARD					EASTWARD					WESTWARD				
Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Tucson-Mescal	Benson-Dragoon San Simon Steins	Mescal-Benson Dragoon-Willcox Raso-San Simon Steins-Conrad Pyra-Lordsburg	Willcox-Raso Conrad-Pyra	Lordsburg-Pyra	Pyra-Mondel Steins-San Simon Raso-2 M. E. Cochise Dragoon-Benson Mescal-Tucson	San Simon Bowie	Bowie-Raso 2 M. E. Cochise-Dragoon	Mondel-Steins Benson-Mescal	Bowie-San Carlos	San Carlos Cutter	Cutter-Pinal	Pinal-Globe	Globe-Miami	Miami-Globe	Globe-Pinal	Pinal-San Carlos	San Carlos Tanque	Tanque-Bowie
M-6	M-63 21/28 150-S	1725 to 1769 1780 to 1803 1823 to 1825	200	1950	1500	6000	2900	3250	6000	3650	2250	1500										
M-6	M-63 21/28 159-SF																					
T-37	T-70 24/28 146-S	2105, 2106	175	2000	1550	6000	3000	3350	6000	3750	2300	1550	3700	2250	950	6000	1500	1050	950	6000	3150	2400
C-8	C-57 22/30 192-S	2513 to 2599 2698 to 2860	210	2500	1950	8000	3750	4150	8000	4650	2900	1950	4900	3000	1310	8000	2000	1400	1310	8000	4170	3220
C-9, 10	C-57 22/30 200-SF																					
C-9, 10	C-57 22/30 194-S																					
TW- 3	TW-50 20/26 120	2932 to 2945	170	1600	1250	6000	2400	2650	6000	2950	1850	1250	3200	1950	850	7000	1300	900	850	7000	2700	2100
P-12	P-73 26/28 189-SF	3120 to 3129	205	2600	2000	8000	3900	4350	8000	4900	3000	2000	4850	2980	1300	8000	1980	1390	1300	8000	4100	3200
Mk-2, 4	Mk-57 23½/30 206-S	3200 to 3240	210	2800	2200	8000	4250	4750	8000	5300	3250	2200										
Mk-2, 4	Mk-57 23½/30 230-SF																					
Mk-5, 6	Mk-63 26/28 210-S	3241 to 3277	210	3150	2450	8000	4700	5250	8000	5850	3650	2450										
Mk-5, 6	Mk-63 26/28 231-SF																					
Mk-7, 8, 9	Mk-63 27/30 247-S, 257-SF	3300 to 3324	205	3500	2750	8000	5200	5800	8000	6500	4000	2750										
F-1	F-63 27½/32 273-S	3600 to 3652	200	3700	2900	10000	5500	6100	10000	6850	4250	2900										
F-3	F-63 29½/32 297-S, 300-SF	3653 to 3667	200	4200	3300	10000	6300	7000	10000	7800	4850	3300										
F-4, 5	F-63 29½/32 306/B-61SF	3668 to 3763, 3769 3764 to 3768	200	4750	3750	10000	7100	7850	10000	8800	5450	3750										
F-5	F-63 29½/32 306/B-62-SF																					
AC-7,8,10,11	AC-63 $\frac{24-24}{32}$ 515-SF, 532-SF	4151 to 4244	250	7400	5500	14000	10400	11500	14000	12900	8000	5500										
Mt-1, 3, 4, 5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	3800	2950	10000	5650	6300	10000	7050	4350	2950										
Mt-2	Mt-73 28/30 262-SF	4385 to 4390	225	3550	2800	10000	5350	5950	10000	6700	4100	2800										
GS-4	GS-80 25½/32 276/B-118-SF	4430 to 4459	300	3900	3000	10000	6000	6700	10000	7500	4550	3000										
GS-5	GS-80 25½/32 279/B-122-SF																					
SP-1	SP-63 $\frac{25}{28-32}$ 316/B-60-SF	5000 to 5048	225	5350	4350	10000	8000	8850	10000	10000	6150	4350										
SP-2, 3	SP-63 $\frac{25}{28-32}$ 317/B-61-SF																					
	Allowance for empty and underloaded cars	Less than 45 M's allow 6 M's 45 M's to 55 M's allow 3 M's More than 55 M's allow 0 M's																				

TERMINAL TRAINMASTERS

R. M. VEST .... Yuma
W. G. CURRIER .... Tucson

TRAINMASTER-AT-LARGE

J. A. McKINNON

TRAINMASTERS

M. R. HARRINGTON .... Yuma
A. G. McMANUS .... Phoenix
J. C. SLADE .... Tucson
J. P. HERLYCK, Jr. .... Bowie

ASSISTANT TRAINMASTERS

Z. T. ADAMS, Jr. .... Yuma
B. C. BRADFORD .... Gila
L. E. McCADDON .... Phoenix

ASSISTANT TRAINMASTER-DIVISION EXAMINER

J. J. COWIN .... Tucson

ROAD FOREMEN OF ENGINES

C. A. BALL, Sr .... Tucson
R. A. MILLER .... Tucson

CHIEF TRAIN DISPATCHER

H. W. CASSADY .... Tucson

LOCOMOTIVE ENGINEMEN INSTRUCTORS

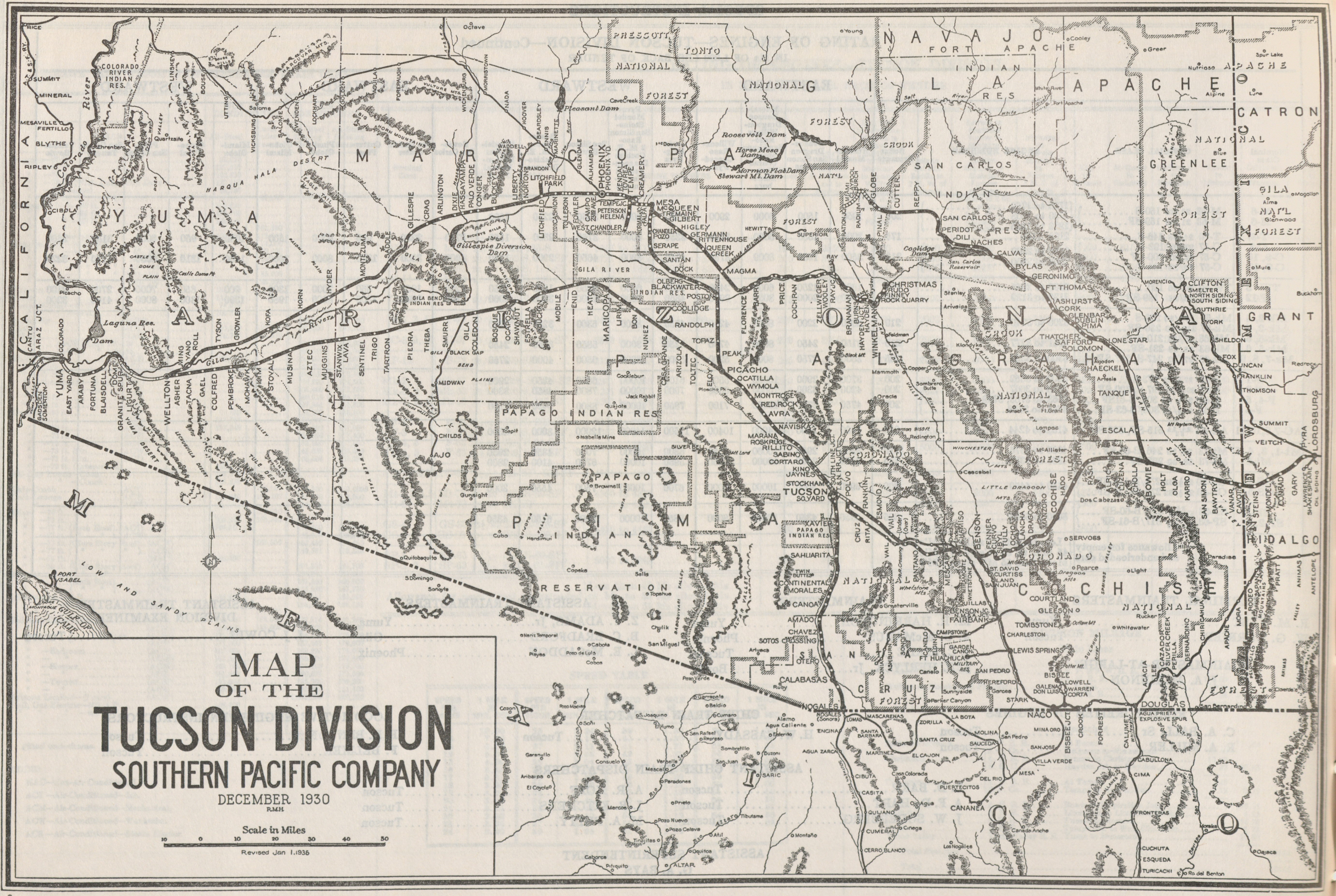
F. R. BENTON .... Tucson
F. BELMER .... Tucson

ASSISTANT CHIEF TRAIN DISPATCHERS

L. D. BARR .... Tucson
A. F. De HART .... Tucson
J. W. SODERBERG .... Tucson
A. R. HOFF .... Tucson
J. B. KITCHENS .... Tucson
M. A. PETTY .... Tucson

ASSISTANT SUPERINTENDENT

G. A. BAYS


CALIFORNIA
ARIZONA
MEXICO
NEW MEXICO
YUMA
MARICOPA
PINAL
PIMA
GILA
GRAHAM
GREENLEE
COCHISE
SANTA CRUZ
CATRON
GRANT
HIDALGO
APACHE
NAVAJO
Prescott National Forest
Tonto National Forest
Crook National Forest
Coronado National Forest
Santa Cruz Forest
Apache National Forest
Gila Nat'l Forest
Fort Apache Indian Res.
San Carlos Indian Res.
Gila River Indian Res.
Gila Bend Indian Res.
Papago Indian Res.
Papago Indian Reservation
Colorado River Indian Res.
Low and Sandy Plains
Gulf of Calif.
Port Isabel
Colorado River
Laguna Res.
Roosevelt Dam
Horse Mesa Dam
Mormon Flat Dam
Stewart Mt. Dam
Coolidge Dam
San Carlos Reservoir
Pleasant Dam
Gillespie Diversion Dam
Yuma
Wellton
Gila Bend
Maricopa
Phoenix
Phoenix Yd.
Mesa
Chandler
Florence
Picacho
Red Rock
Tucson
Tucson So. Yard
Nogales
Nogales (Sonora)
Benson
Fairbank
Tombstone
Bisbee
Naco
Douglas
Agua Prieta
Cochise
Bowie
San Simon
Steins
Lordsburg
Globe
Miami
Superior
Ray
Hayden Jct.
Winkelman
Clifton
Safford
Ajo
Casa Grande
Coolidge
Sahuarita
Calabasas
Cananea
Fronteras
Litchfield Park
Buckeye
Arlington
Hassayampa
Aguila
Wickenburg
Salome
Vicksburg
Blythe
Ripley
Mineral
Summit
Cibola
Dome
Mohawk
Tacna
Texas Hill
Sentinel
Stanwix
Aztec
Piedra
Theba
Hyder
Gila Bend Mts.
Black Gap
Childs
Ajo
Gunsight
Quitobaquito
Sonoyta
Caborca
Altar
Magdalena
Imuris
Santa Ana
Scale in Miles
Revised Jan 1, 1935

MAP OF THE TUCSON DIVISION
SOUTHERN PACIFIC COMPANY

DECEMBER 1930

R.M.H.

Scale in Miles

Revised Jan 1, 1935